VISUAL RESOURCES TECHNICAL STUDY

Cleveland National Forest Electric Safety and Reliability Project

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Prepared for
Insignia Environmental
and
San Diego Gas & Electric Company
by
Environmental Vision

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1. INTRODUCTION

This technical study describes existing conditions and potential visual impacts on aesthetic resources resulting from the construction, operation, and maintenance of the San Diego Gas & Electric Company (SDG&E) Cleveland National Forest (CNF) Electric Safety and Reliability Plan Project (project). The project includes the rebuilding of 11 power lines, also referred to as project components. This study conforms with the California Public Utility Commission (CPUC) requirements concerning Proponent's Environmental Assessment (PEA) visual resources evaluation and is designed to provide the analysis necessary for the PEA document. Included are systematic documentation of the visual setting and an evaluation of visual change associated with the project. Following the text, a set of figures are presented, including a map of the project and surrounding area, representative photographs, maps that delineate photograph viewpoint locations, and computer-generated visual simulations.

Visual or aesthetic resources are generally defined as the natural and built features of the landscape that can be seen and that contribute to the public's experience and appreciation of the environment. Visual or aesthetic impacts are generally defined in terms of a project's physical characteristics, potential visibility, and the extent to which its presence will alter the perceived visual character and quality of the environment. The implementation of the applicant-proposed measures (APMs) will ensure that visual impacts for the project are less than significant**.**

2. METHODOLOGY

The visual analysis is based on site reconnaissance and review of technical data including maps and drawings provided by SDG&E. The analysis is also based on a review of aerial and ground-level photographs of the project area, local planning documents, and computer-generated visual simulations that portray the project's appearance. Field observations were conducted in May, June, July, and September 2011 and in February 2012 to document existing visual conditions in the project vicinity and to identify potentially affected sensitive viewing locations.

The visual study conducted for the project employed assessment procedures based, in part, on the methods used by the United States (U.S.) Department of Transportation (DOT) Federal Highway Administration (FHWA), United States Department of Agriculture Forest Service (USFS), Bureau of Land Management (BLM), and on other accepted visual analysis techniques. The study also addresses the California Environmental Quality Act (CEQA) Guidelines for visual impact analysis. Central to the impact assessment is an evaluation of representative public views from which the project will be visible. To document the visual changes that will occur, visual simulations show the project from key viewpoints (KVPs). The visual impact assessment was based on an evaluation of the changes in existing visual conditions that will result from the construction, operation, and maintenance of the project. Table 7 summarizes the twenty simulation views and Section 4.3 includes description of the particular visual change that will occur at each selected viewing location.

2.1 Visual Simulation Methods

The visual simulations were produced using computer modeling and rendering techniques. The simulation images portray the location, scale and appearance of the project as seen from publicly

accessible KVPs within the project area. Taken together, the set of simulations illustrate the representative visual change associated with the project. The KVP locations were selected in consultation with USFS representatives; the consultation process included discussion in the field and agency staff review of candidate simulation photographs.

The visual simulations are the results of an objective computer modeling process; the technical methods employed for producing the computer-generated simulation images are outlined below.

High resolution digital photographs were taken using a single lens reflex (SLR) camera with a 50 millimeter (mm) lens or equivalent which represents a horizontal view angle of 40 degrees. Systematic documentation of photography viewpoint locations included Global Positioning System (GPS) recording and photo log sheet and basemap annotation. Three–dimensional computer modeling for proposed transmission structures, developed using engineering design data supplied by SDG&E, was combined with geographic information system (GIS) and engineering data and digital aerial photographs of the existing site to produce digital modeling for visual analysis and simulation of the project. For the simulation viewpoints, photograph locations were incorporated based on GPS field data, using 5 feet as the assumed eye level.

Computer "wireframe" perspective plots were overlaid on the photographs to verify scale and viewpoint locations. Digital visual simulation images were then produced based on computer renderings of the 3-D modeling combined with selected digital site photographs. The final "hardcopy" visual simulation images contained in this visual analysis were printed from the digital image files and produced in color on 11x17 inch sheets. The simulation figures present two images per sheet - an existing view with a simulation below that portrays the project from the corresponding KVP.

3. EXISTING CONDITIONS

3.1 Regulatory Background

Pursuant to Article XII, Section 8 of the California Constitution, the California Public Utilities Commission (CPUC) has exclusive discretionary jurisdiction over the design, siting, installation, Operation and Maintenance, and repair of electric transmission facilities. Other State agencies have concurrent jurisdiction with the CPUC. Although local governments do not have the power to regulate such activities, SDG&E has taken into consideration local aesthetic and visual resource-related plans and policies as part of its environmental review process. SDG&E has also considered potential aesthetic concerns of local residents and visitors passing through the area. The following pages list the relevant polices and Appendix A: Policy Consistency Analysis summarizes the project's consistency with those policies.

3.1.1 Federal

U.S.D.A. Forest Service (USFS)

For purposes of managing visual resources of lands within their jurisdiction, the USFS applies an inventory and assessment system known as the Scenery Management System (SMS). Adopted in 1995, the SMS establishes management goals to describe the level of modification associated with land use activity that is acceptable in a given area. These standards or Scenic Integrity Objectives (SIOs) range from "Very High", which is typically applied only to highly sensitive landscapes such as wilderness areas or special classified areas, to "Very Low", a standard that

allows land use activity that may appear dominant in relationship to the natural landscape while not completely harmonizing with the natural setting (USDA, 1995). Only one SIO class applies to any given area. It is important to note that the SIO does not necessarily represent current scenery conditions, but instead is a guideline for forest management objectives over time (Table 1).

Table 1: USFS Scenery Management System Scenic Integrity Objectives

Scenic Integrity Objective (SIO)	Characteristics
Very High	This SIO generally provides for ecological changes only. This refers to landscapes where the valued (desired) landscape character is intact with only minute, if any, deviations. The existing landscape character and sense of place is expressed at the highest possible level. The landscape is unaltered.
High	This SIO is used for landscapes where the valued landscape character "appears intact." Deviations may be present but they 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.
Moderate	This SIO is used for landscapes where the valued landscape character "appears slightly altered." Noticeable deviations must remain visually subordinate to the landscape character being viewed.
Low	This SIO is used for landscapes where the valued landscape character "appears moderately altered." Deviations begin to dominate the valued landscape character being viewed but they borrow value attributes such as size, shape, edge effect and pattern of natural openings, vegetative type changes, or architectural styles outside the landscape being viewed. They should not only appear as valued character outside the landscape being viewed but should be compatible or complimentary to the character within.

Source: USDA 1995, p. 2-4.

Land Management Plan, Part 2: Cleveland National Forest Strategy (USFS 2005a) and the *Land Management Plan, Part 3: Design Criteria for the Southern California National Forests* (USFS 2005b) contain policies for managing the CNF SIOs that have been designated for areas within the national forest. At the project level, all activities occurring within the CNF are subject to review of the SIOs. The project crosses land that is classified primarily as "High" and "Moderate".

Wilderness Areas

The California Wilderness Act of 1984 designated two wilderness areas located within the project area—Pine Creek Wilderness Area and Hauser Wilderness Area---that are managed to preserve their primitive wilderness characteristics (U.S. Congress Senate, 1984). Both have a "Very High" SIO rating. Table 2 includes a summary of pertinent SIO land classifications along the project power lines, by component.

Table 2: Summary of Project Components and USFS Visual Management Goals

Project Component	Visual Management Goal Scenic Integrity Objective (SIO)
TL625	Primarily High, with some Moderate
TL626	Primarily High, with some Moderate
TL629	Primarily High, with some Moderate
TL682	High
TL6923	Primarily High, with some Moderate
C78	High, Moderate at eastern end
C79	High
C157	Primarily High, with Very High at Pine Creek and Hauser Mountain Wilderness Areas
C440	Primarily High, with some Moderate
C442	High
C449	High

Bureau of Land Management (BLM)

The Federal Land Policy and Management Act of 1976 requires BLM to protect the quality of scenic values on public lands (43 U.S.C. 1701). To this end, BLM has developed the Visual Resource Management (VRM) system to identify and maintain scenic values and visual quality. Under this system, BLM-administered lands are inventoried, analyzed, and assigned visual ratings or Management Classes. Class designations are derived from an analysis of scenic quality (rated by landform, vegetation, water, color, influence of adjacent scenery, scarcity, and cultural modification), a determination of viewer sensitivity levels (sensitivity of people to changes in the landscape), and distance zones. Management Classes describe the different degrees of modification allowed to the basic elements of the landscape (form, line, color, texture). Management classes and their goals are defined in Table 2.

Table 3: BLM Management Classes and Goals

Management Class	Goals
Class I.	To preserve the existing character of the landscape. The level of change to the characteristic landscape should be very low and must not attract attention.
Class II.	To retain the existing character of the landscape. The level of change to the characteristic landscape should be low.
Class III	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate.
Class IV	To provide for management activities that require major modification of the existing character of the landscape. The level of change to the characteristic landscape can be high.

Source: BLM

Three project components (TL625, TL629, and TL6923) are located on BLM-administered land with a Class III management designation. Class III guidelines allow for moderate change to landscape character. Management actions may attract attention but should not attract the view of the casual observer (1994, p. 21).

National Scenic Byways Program

The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991, and reauthorized in 1998 under the Transportation Equity Act for the 21st Century. Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. The act allows states, the BLM, the USFS, and other agencies to apply for funding to enhance the intrinsic qualities of the roadways. Sunrise Highway, which the project crosses, is listed as a National Scenic Byway (U.S. Department of Transportation, 2011).

Bureau of Indian Affairs (BIA)

Portions of the project are located on BIA-administered land, specifically TL682 through the La Jolla Indian Reservation and a small segment through the Pauma-Yuima Indian Reservation, TL629 through the Campo Indian Reservation, and C78 through the Viejas Indian Reservation. There are no BIA or tribal land use regulations applicable to visual resources in the project area.

3.1.2 State

California Department of Transportation: Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The State Scenic Highway System includes highways that are either eligible for designation as scenic highways or have been designated as such. The status of a State Scenic Highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program, applies to the California DOT for scenic highway approval, and receives the designation. A city or county may propose adding routes with outstanding scenic elements to the list of eligible highways; however, state legislation is required for them to become designated. There are no designated state scenic highways in the project area; however, the project crosses and parallels several eligible state scenic highways.

California Department of Parks and Recreation: Cuyamaca Rancho State Park General Plan

A portion of the project crosses Cuyamaca Rancho State Park which is located south of Cuyamaca Reservoir between the towns of Descanso and Julian along State Route (SR-) 79. The Cuyamaca Rancho State Park General Plan (1986) deals with development and management of this park. The plan has general provisions for undergrounding utilities in the park.

3.1.3 Local

San Diego County

The *San Diego County General Plan 1990* is in the process of being updated (as of February 2012). Updates include many of the elements and the community and subregional plans. The updated general plan is used for this discussion.

San Diego County General Plan Land Use Element

The Land Use Element (2010) recommends planning public utilities and public facilities in a manner compatible with community character and to minimize visual impacts.

San Diego County General Plan Scenic Highway Element

The Scenic Highways Element (1986) lists county scenic routes and recommends preserving views along these roadway corridors. The project crosses or parallels several of these roadways.

San Diego County General Plan Conservation and Open Space Element

The Conservation Element (2010) contains a general discussion of scenic resources. Specifically, it contains a dark skies policy, particularly related to development near the Palomar Observatory. TL682 is within 5 miles of this facility. It also updates the Scenic Highways Element and lists designated county scenic routes.

San Diego County General Plan Mobility Element

Figure M-2 in the Mobility Element (2010) lists regional trails a number of which cross the project. This replaces provisions listed in the 2002 General Plan Public Services Element.

San Diego County General Plan Community and Subregional Plans

Unincorporated areas of San Diego County are governed by community and subregional plans. Portions of the project are located within Alpine, Central Mountain, Jamul-Dulzura, Julian, Mountain Empire, North Mountain, and Pala-Pauma community planning areas.
A number of these community plans, including Alpine, Julian, Jamul-Dulzura, have scenic highway elements. Many of the plans include recommendations for undergrounding utilities. Several of them also have dark skies recommendations.

San Diego County Zoning Ordinance

The San Diego County Zoning Ordinance contains regulations applying to designated scenic areas including scenic highway corridors and areas adjacent to significant recreational, historic or scenic resources, including but not limited to federal and state parks. These regulations include provisions for undergrounding utilities, grading, signage and lighting.

3.2 Visual Setting

3.2.1 Regional and Local Landscape Context

The project is situated in central San Diego County, in an area of undulating terrain dominated by the Laguna Mountains. Ranging in elevation from 1,000 to over 6,500 feet, these are topographically part of the Peninsular Ranges Province which extends to the tip of Baja California. The rugged landform of the Laguna Mountains is characterized by jagged rock outcroppings that contrast with more undulating terrain. Similar to the Sierra Nevada chain located to the north, the predominant orientation of the mountains is north-south. Although rainfall in the region is limited, pronounced variations in precipitation occur from west to east, giving way to increasingly arid conditions as one proceeds inland (east). The landscape of the western slopes includes numerous seasonal watercourses and rivers, many of which have been dammed. The relative density and texture of vegetation, and the amount of exposed rock in evidence combine to result in areas of strong visual contrasts within the landscape. The region's environmental setting enables a number of discrete vegetation communities to coexist in relatively close proximity, including savannah-like woodlands and riparian communities that include grassland and meadows, adjacent to the numerous streams and seasonal watercourses that bisect the western areas. In the east, desert scrub with its characteristic grey coloration and

chaparral with its dark green foliage dominate the drier exposed hillsides. At higher elevations coniferous forest and meadows become the predominant visual element of the natural landscape.

The majority of the project lies on or near undeveloped land located within or near the CNF. The area's diverse natural landscape scenery attracts seasonal recreational visitors including hikers, off-road vehicle users, equestrians and campers. The local population is largely concentrated in scattered small inland communities such as Julian, Rincon and Descanso, along with several small tribal reservations, whose presence is evidenced by the mixture of agricultural, urban/ornamental and disturbed landscapes that punctuate a region dominated by the largely natural landscapes of the CNF and adjacent jurisdictions.

Interstate 8, a major freeway corridor, bisects the project area and serves as the principal travel way between San Diego and urban/agricultural centers to the east such as El Centro and Yuma. Old Highway 80 parallels Interstate (I-) 8 and along with several state routes, and smaller paved and unpaved roadways serve as the principal connections within the area for the local population as well as seasonal travelers.

Due to the scattered population and limited development, sources of nighttime lighting are localized and sparse, mainly found along roadways and the few local commercial facilities that exist. Other established landscape features with some degree of visibility include substations, wood utility poles, overhead power lines, the lattice steel towers of the Sunrise Powerlink (currently under construction), and telecommunications towers.

3.2.2 Project Viewshed

The project viewshed is defined as the general area from which the project is visible or can be seen. For purposes of describing a project's visual setting and assessing potential visual impacts, the viewshed can be broken down into distance zones of foreground, middleground, and background. The foreground is defined as the zone within 0.25 to 0.5 mile from the viewer, and the immediate foreground as within 300 feet. Landscape detail is most noticeable and objects generally appear most prominent when seen in the foreground. The middleground zone extends from 0.5 mile up to 3–5 miles from the viewer, and the background encompasses everything from 3-5 miles to the horizon (Smardon, et al., 1986; USDA, 1995).

Analysis of the project primarily considers the potential effects of project elements on foreground viewshed conditions although consideration is also given to the potential effects on the middleground and background views. As described below, the project will be visible from some nearby locations along public roads. In addition, it will be seen from limited residential and public recreation areas. At many locations intervening natural landforms will partially or fully screen public views of the project. In addition, project visibility will be limited where it blends in with surrounding or backdrop vegetation and landforms in many areas. Given these conditions as well as the length of the overall project alignments, the project will not be visible in its entirety from any single viewing location.

3.2.3 Potentially Affected Viewers

Accepted visual assessment methods, including those adopted by FHWA and other federal agencies, establish sensitivity levels as a measure of public concern for changes to scenic quality.

Viewer sensitivity, one of the criteria used to evaluate visual impact significance, can be divided into high, moderate, and low categories. Factors considered in assigning a sensitivity level include viewer activity, view duration, viewing distance, adjacent land use, and special management or planning designation. According to the U.S. Department of Transportation *Visual Impact Assessment for Highway Projects*, research on the subject suggests that certain activities tend to heighten viewer awareness of visual and scenic resources, while others tend to be distracting. The primary potentially affected viewer groups within the project area are described briefly below. Table 4 presents a summary of viewer groups and their relative numbers for each project component.

Table 4: Summary of Project Components and Affected Viewers

Project Component	Affected Viewers	Relative # of Viewers	Viewer Sensitivity	Photographs (VPs)
TL625	Motorists on Japatul Road and other roads	Moderate	Moderate	1-14, 23, 51
	Recreation Visitors	Low	Moderate/High	
	Residents	Low	Moderate/High	
TL626	Motorists	Low	Moderate	15-23
	Recreation Visitors	Low	Moderate/High	
	Residents in Julian, Descanso, and other areas	Low	Moderate/High	
TL629	Motorists on I-8 and other roads	Moderate	Moderate	23-38
	Recreation Visitors	Low	Moderate/High	
	Residents in Descanso, Guatay, Pine Valley, and others	Moderate/ High	Moderate/High	
TL682	Motorists on SR-76 and SR-79	Moderate	Moderate	39-50
	Recreation Visitors	Moderate	Moderate/High	
	Residents in Rincon and La Jolla Indian Reservation	Moderate	Moderate/High	
TL6923	Motorists	Low	Moderate	51-57
	Recreation Visitors to CNF and BLM lands and the Pacific Crest Trail	Low	Moderate/High	
	Residents	Low	Moderate/High	
C78	Motorists	Low	Moderate	58-61
	CNF Recreation Visitors	Low	Moderate/High	
	Residents of Viejas Reservation	Moderate	Moderate/High	
C79	Motorists on SR-79	High	Moderate/High	62-65
	Recreation Visitors to Cuyamaca Rancho State Park	Moderate	High	
C157	Motorists on Skye Valley Road	Low	Low	66-67

	Recreation Visitors	Low	Moderate/High	
	One Residence	Very Low	Moderate/High	
C440	Motorists on Sunrise Highway and other roads	Moderate	Moderate	68-73
	CNF Recreation Visitors including campground users	Moderate	Moderate/High	
	Residents	Low	Moderate/High	
C442	Motorists	Low	Moderate	74-77
	CNF Recreation Visitors	Low	Moderate/High	
	Residents	Very Low	Moderate/High	
C449	Motorists	Low	Moderate	33, 78-80
	CNF Recreation Visitors and users of the Pacific Crest Trail	Low	Moderate/High	
	Residents	Low	Moderate/High	

3.2.3.1 Motorists

Motorists or roadway travelers are the largest viewer group in the project area. Included in this group are motorists traveling on regional roadways, such as I-8, SR-76, SR-78, and SR-79. Motorists include a variety of roadway travelers––both local and regional travelers who are familiar with the visual setting, and travelers using the roadway on a less regular basis. Less frequent travelers might, for example, utilize these roadways to reach destinations such as CNF, Cuyamaca Rancho State Park, or recreation areas further east such as Anza Borrego Desert State Park. Local and regional travelers include commuters and local residents as well as truck drivers and recreational visitors. Depending upon the travel route and particular project component, the duration of motorists' views could range from a few seconds to twenty minutes or more. Viewer sensitivity is considered low to moderate.

3.2.3.2 Recreationalists

The second viewer group includes recreation visitors to CNF, Cuyamaca Rancho State Park, BLM lands, the Pacific Crest Trail, and other recreational areas. These include hikers, equestrians, and off-road vehicle users. Although the total duration of views for this group tends to be short, their general expectation of a natural-appearing landscape setting raises the sensitivity to moderate to high.

3.2.3.3 Residents

The third viewer group includes a limited number of residents who border the project corridor. Residential views tend to be long in duration, and the sensitivity of this viewer group is considered moderate to high.

3.2.4 Visual Character and Representative Views of the Project Area

The project area consists of a set of eleven power lines, also referred to as project components, which include five 69 kilovolt (kV) transmission lines and six distribution lines. For the

purposes of analysis and construction planning, these power lines have been divided into segments.

The following sections and subsections describe the visual character of the landscape along each of these power lines and segments. Figure 2 presents a set of eleven maps that show the locations of project components and photo viewpoint locations. Figure 3 includes a set of 80 photographs that document representative existing visual conditions

3.2.4.1 Transmission Lines

Table 5 lists the five transmission lines (TLs) with their approximate lengths and representative photograph numbers that document the visual setting of each component.

Table 5: Summary of Project Transmission Lines and Representative Views

Project Component	**Approximate Length (In miles)**	**Representative Photographs** (Refer to Figures 2 and 3)
TL625	22.5	1 through 14, 23, 51
TL626	18.8	15 through 23
TL629	29.8	23 through 38
TL682	20.2	39 through 50
TL6923	13.4	51 through 57

TL625 (Photographs 1 through 14; 23 and 51)

TL625 is approximately 22.5 miles long and lies within sparsely populated mountainous terrain in the unincorporated communities of Alpine, Dulzura, and Descanso in the southern part of the project area. This component is largely located on CNF-administered land away from paved roadways. Elevations along the line range from approximately 1,400 feet to above 3,000 feet. Nearby mountain peaks include Chiquito Peak at 4,165 feet, Gaskill Peak at 3,863 feet, and Barber Mountain at 3,257 feet. Vegetation consists largely of low scrub, grassland and chaparral; the vegetation is noticeably thinner on the surrounding higher terrain, with larger areas of exposed rock and soil. In general, intervening topography and vegetation restrict open views toward the project. In addition, the variable texture of the landscape backdrop tends to reduce the contrast and general visibility of the transmission structures. Throughout its length, TL625 passes within 100 feet of approximately 35 residences.

TL625 consists of three segments: Loveland Substation to Barrett Tap (TL625B), Barrett Tap to Descanso Substation (TL625C), and Barrett Tap to Barrett Substation (TL625D).

TL625B (Photographs 1-5)

TL625B runs 6.1 miles from Loveland Substation located along the Sequan Truck Trail southeast along Japatul Road to Barrett Tap through a rugged landscape covered with a mixture of chaparral desert scrub and grassland, with riparian forest in the vicinity of Loveland

Reservoir. The line passes through both private and CNF-administered land as well as the northern edge of the joint USFS and Sweetwater Authority Water Agency-administered Loveland Reservoir, a recreation facility used for fishing, camping, and hiking. It also passes within sight of a parking area and trailhead for trails that lead to the reservoir. The Lemon Grove Rod and Gun Club, a private recreational facility, is located near Loveland Substation. The line also passes several residences.

The view from Sequan Truck Trail near Loveland Substation (Photograph 1) includes open grassland and scrub with the substation seen in the foreground against rugged topography including 2,801-foot-high Sycuan Peak. The visibility of the project poles seen on the left side of the view is decreased by the surrounding multi-hued terrain. Three reddish-brown, weathered steel poles of an adjacent utility line appear to the right of the substation, in the foreground. Photograph 2 shows the existing wood-pole supported TL625B line crossing Sequan Truck Trail. Visible at the center of the image on the ridgeline are a group of residences as well as wood distribution poles. The view from the Loveland Reservoir Trailhead is depicted in Photograph 3. Wood H-frame and other structures and overhead conductors are visible beyond foreground signage. These poles, which are approximately 600 feet away, are less noticeable than the signage, as are other TL625B poles visible further away on the right. Photograph 4, taken from a location further east on Japatul Road, shows a diversely textured landscape that includes a view of Loveland Reservoir. Poles located within 500 feet of the road, while noticeable, do not particularly stand out against the varied landscape backdrop. Characteristic rolling topography with scrub and chaparral along Japatul Road near Carveacre Road is shown in Photograph 5. Residences lie within 500 feet on either side of TL625B, as evidenced by the white fence on the right (south) side of the roadway in the foreground and in the distance, a paved driveway leading uphill. Weathered wood H-frame structures and poles blend in with the lighter colored scrub and rock outcrops visible in the landscape.

TL625C (Photographs 6-12 and 23)

TL625C runs from Barrett Tap, located along Japatul Road, generally north along Lyons Valley Road through private and CNF land. The mountainous terrain is covered in woodland, grasslands, chaparral and scrub with roadway views frequently limited by vegetation and topography. Japatul Valley Road, which TL625C crosses and parallels, is a County Scenic Route. The line also crosses I-8, another County Scenic Route. This segment runs near the largest number of residences; there are approximately 41 residences in Alpine and Descanso located within 500 feet of the line.

Photograph 6 shows TL625C crossing Jatapul Valley Road near Windfall Ranch; in Photograph 7 Tl625C is seen running along the west (right) side of the roadway. Both views show the poles clearly against the sky. Photograph 8 is a somewhat typical view of the poles and conductors where they parallel the road at a distance. In several cases, poles along the line are located in close proximity to residences; Photograph 9, a view further north on Japatul Valley Road, depicts a pole located on residential property, approximately 150 feet away from a residence. Photograph 10 shows TL625C crossing I-8. On the left side of the roadway, a wood double pole structure appears against the sky; on the opposite side of the roadway, TL625C structures are visible against a mountain backdrop. Aerial marker balls can be seen on the conductors where they cross the highway. In a view from Wildwood Glen Lane near a rural residential area north of I-8, (Photograph 11) a pole is visible against the sky, beyond a residence seen in the

foreground. Dense vegetation screens the lower portions of this pole. Similar vegetation screening occurs in the view from Viejas Grand Road near Oak Grove Drive approximately 0.4 mile south of Descanso Substation (Photograph 12). Descanso Substation is pictured in Photograph 23 along with the TL626 component.

TL625D (Photographs 13-14; 51)

TL625D runs south through particularly scenic and rugged topography with wide vistas. The segment lies within CNF-administered land and also runs through private residential and agricultural properties; a portion also follows and crosses Lyons Road, a county scenic route. Central portions of the segment are largely uninhabited, with residences concentrated at the ends of the segment in southern Alpine and Deerhorn Valley. Barrett Honor Camp, a juvenile correctional facility, is located approximately 1.5 miles to the east of TL625C near Barrett Lake.

Photograph 13, a view from a rural residential area south of Japatul Road, shows TL625D running north toward Japatul Valley; Viejas Mountain is seen in the distance. On the left, a residential structure with a dark roof blends into a scenic panoramic landscape vista characteristic of this landscape setting. The dark cast of the chaparral which dominates the landscape in this high desert setting effectively reduces the visibility of the relatively dark transmission poles where they appear against the mountainous backdrop. After crossing Lyons Valley Road near the Skye Valley Road turnoff, TL625D veers away from the highway and emerges from chaparral and woodland to cross an open landscape of grassland before crossing Barber Mountain to the south. As seen in Photograph 14, from Lyons Valley Road north of Barrett Lake Road, wood transmission poles are somewhat noticeable in the flat terrain below Barber Mountain. The wood poles become progressively less visible where they recede in the distance as the line ascends Barber Mountain. The dark chaparral covering the mountain slopes further reduces the visibility of the poles, but increases the visibility of the access road, whose light colored soil contrasts noticeably with the hillside vegetation. An aerial view of Barrett Substation, where the segment terminates, appears in Photograph 51 along with TL6923 photographs.

TL626 (Photographs 15 through 23)

This approximately 18.8-mile-long transmission line, located in the central part of the project area, runs south from Santa Ysabel Substation on SR-79 in the town of Santa Ysabel to Boulder Creek Substation, and continues south to Descanso Substation. TL626 crosses rolling topography of the Cuyamaca Mountains, with nearby peaks including Cuyamaca Peak (6,512 feet), North Peak (5,993 feet), and Middle Peak (5,883 feet). In the north, the line crosses a landscape of open savannah characterized by grassland and punctuated by scattered clusters of oak trees. As the line approaches Descanso, the savannah gives way to chaparral with forested riparian corridors. Most of the line—approximately 16 miles— runs through CNF land and is sparsely inhabited, crossing lightly-travelled paved and unpaved roads. Much of the central portion of TL626 roughly parallels Boulder Creek Road and, in Santa Ysabel, the line crosses SR-79, a County scenic route. Some residences in the rural communities of Santa Ysabel, Julian, and Descanso are located in close proximity to the line. It passes near the Inaja Memorial Overlook and trailhead, and Cuyamaca Peak lies two miles east.

Photograph 15, a view from SR-78 near its junction with SR-79 in the town of Santa Ysabel, shows the line crossing the roadway near its origin at Santa Ysabel Substation. The substation, located on the right is well screened by the roadside vegetation from this view, while the reddish-brown, weathered steel poles and wood poles appear fairly prominent in the middleground near the substation in this relatively flat, open landscape.

Photographs 16 and 17 depict views from the Inaja Memorial Trail and trailhead, respectively, near SR-78. In the view from the trailhead a stone wall and viewing scope are visible foreground elements; beyond, rugged rock faces dominate the middle distance. TL626 poles, some seen against the hillside and some against the sky, are a visible, but subordinate element (Photograph16). In the view from the trail project poles are visible on both the left and right sides of the photograph and overhead conductors and marker balls are discernable where the line crosses the San Diego River valley (Photograph 17). Red and yellow aerial marker balls and barely discernable conductors are the only evidence of the transmission line as it spans the valley.

TL626 is also partially visible from scattered residences in Julian and further south along Boulder Creek Road. Photograph 18 from near Daley Flat Road in Julian shows a typical residential view of the line, located approximately 0.4 mile away. Although a wood utility pole from an unrelated line appears on the right side of the photograph, because of the distance and topography the line itself is not especially visible from this location. Some of the rural roads in this area are gated and public access is limited. Photograph 19, from Boulder Creek Road, shows the line passing near an isolated residence in an open desert landscape that is characteristic of parts of the region.

Photographs 20 and 21 depict TL626 as it roughly parallels Boulder Creek Road within CNF land. In the first view (Photograph 20), the line is located approximately 400 feet from the roadway at the western flank of Cuyamaca Peak. In this location, while the poles appear to blend into the mottled landscape of chaparral and rock, the accompanying access road is more visible against the mountainous backdrop, especially in the middle distance where the texture of the terrain is more uniform. Photograph 21, by contrast, shows the line running adjacent to the roadway, and poles appear prominently–one partially against the sky–along the left (western) side of the road in the foreground, becoming progressively less noticeable as they recede towards the distant hills.

Further south, the line passes through the rural community of Descanso. Photograph 22 shows the line from Boulder Creek Road at Burrell Way with a residential compound seen prominently in the foreground. Partially screened by mature trees, wood transmission poles can be seen along Burrell Way with overhead conductors crossing Boulder Creek Road. Photograph 23 includes the TL626 terminus and junction with TL629 at Descanso Substation near Boulder Creek Road and Oak Grove Drive. Vegetation screens most of the substation and the lower parts of the poles from this vantage point; however, upper portions of utility poles are clearly visible against the sky.

TL629 (Photographs 23 through 38)

TL629 is an approximately 34.5-mile-long transmission line located in the southeastern part of the project area. Running alongside Old Highway 80 for approximately half its length, this line

traverses the most heavily populated portion of the project area, passing through the towns of Descanso, Guatay, and Pine Valley. With elevations along the line above 3,000 feet, the landscape consists of rolling hills as well as more mountainous terrain and is largely vegetated with chaparral, grassland, and scattered areas of native woodland. Stands of non native and ornamental landscape trees are often found around residences and commercial structures. Vertical elements such as utility structures and overhead lighting are established features of the landscape setting within the vicinity of this line. Open views are available from many roadway locations. TL629 consists of four segments: Descanso to Glencliff Substation (TL629A), Glencliff Substation to Cameron Tap (TL629C), Cameron Tap to Cameron Substation (TL629D), and Cameron Tap to Crestwood Substation (TL629E).

TL629A (Photographs 23-31)

TL629A runs southeast along the southern edge of Cuyamaca Rancho State Park from Descanso Substation through USFS-administered and private land. This segment of the line passes through intermittent woodland as well as chaparral and grasslands. In many locations, views from adjacent roadways are limited by both trees and topography. This segment of TL629 crosses SR-79, a county scenic route, as well as Sunrise Highway, listed as a national scenic byway and county scenic route. The line passes the Pine Creek Trailhead and the Bear Valley Trailhead in the CNF. This segment is the most densely settled segment of TL629 and comes within 100 feet of approximately 70 residences in Descanso, Guatay, and Pine Valley communities.

Photograph 23 shows the line's origin at Descanso Substation. In Photograph 24, taken from Viejas Boulevard at River Drive, TL629A passes the Descanso School. Although, from this vantage point, the TL629A pole on the left appears against the sky, mature trees serve as a backdrop that reduces the visibility of the wood pole closer to the right side of the view. Photograph 25, a view further east on Viejas Road an angle pole and overhead conductors appear prominently near the center of the view; topography and nearby vegetation do little to screen it from this vantage point. Photograph 26 is a west-facing view from Viejas Road where the line travels along the north (right) side of the road in close proximity to a number of residences; in this area a line of unrelated wood distribution poles parallels the line on the left side of the road. Photograph 27 shows the line from the intersection of Viejas Road and Highway 79. A noticeably tall wood pole in the midst of a cluster of commercial structures and shorter utility poles appears against the sky, two other poles to the right appear partially screened by a stand of trees characteristic of residential communities in the area. Photograph 28, a view from Old Highway 80 near Prut Road, shows wood poles and conductors on the north (right) edge of the road. While not directly screening the poles, the dense woodland beyond the highway shoulder helps attenuate the visual contrast of their strong vertical form.

Photograph 29, taken from Guatay View Lane near Old Highway 80, shows wood poles silhouetted against the sky near a ridgetop residence. By contrast, the view toward TL629A from Old Highway 80 as it passes through a residential area in Pine Valley (Photograph 30) shows poles partially screened on a wooded residential property typical of valley bottom locations. East of Sunrise Highway, the line crosses I-8, with poles visible against the sky in a sparsely vegetated landscape near Laguna Summit which lies at an elevation of over 4,000 feet (Photograph 31).

TL629C (Photographs 32-34)

TL629C generally follows Old Highway 80, a designated state historic highway, as it runs south through Cottonwood Valley. On either side of the line views include rolling topography and sparse vegetation. Several prehistoric sites eligible for the National Register of Historic Places have been documented along Cottonwood Creek, which runs through the valley, resulting in the creek's eligibility for designation as a Wild and Scenic River.

Much of this segment runs through CNF-administered land; Forest Service facilities include the Boulder Oaks campground and a picnic area/rest stop/interpretive center near the intersection of Buckman Springs Road and I-8. A motorist's view of the area near this intersection reveals a landscape of varied color and texture that diminishes the visual contrast of the weathered wood utility poles lining the highway, thus reducing their visibility (Photograph 32). As shown in Photograph 33, taken from Boulder Oaks Campground a more uniform cover of dark green chaparral has the opposite effect on the visibility of the wood poles which can be seen distinctively, near where they cross and parallel the Pacific Crest Trail.

Photograph 34, taken from Old Highway 80 near Kitchen Creek Road, shows the segment angling south and away from the road. TL629C poles are visible as they recede into the distance; however, the motorist's view is directed away from the project alignment as the highway turns to the left. In addition, roadside vegetation screens lower portions of the poles, further obstructing them from this particular view.

TL629D (Photograph 35)

TL629D runs south along La Posta Creek and the Cameron Truck Trail and through Cameron Valley to Cameron Substation, in the unincorporated community of Campo. Vegetation along this segment is characterized by open grasslands and chaparral with occasional clusters of trees. TL629D passes several scattered rural residences and ranches. In Photograph 35, taken from Buckman Springs Road near Cameron Substation, the substation appears near the center of the view, against a hillside backdrop; several wood and steel transmission poles visible in this view are seen partially silhouetted against the sky. Also, partially seen against the sky in the distance is part of a lattice tower of the Sunrise Powerlink, which is currently under construction. There is little within this landscape setting to screen views of the structures from the roadway in this area.

TL629E (Photographs 36-38)

TL629E runs toward the east, south of I-8 and Old Highway 80, through a rolling chaparral-covered landscape that gradually increases in elevation. Cameron Tap is located at approximately 3,200 feet in elevation and Crestwood Substation is located at approximately 4,100 feet. This segment runs roughly parallel to Old Highway 80; however, topography screens views from much of the highway. Although the segment crosses many unpaved roads, the area is sparsely inhabited, with only a few scattered residences that come in close proximity to the line. The segment crosses BLM, CNF, and private land; Crestwood Substation, located near Old Highway 80 south of the Golden Acorn Casino, is located on the Campo Indian Reservation.

Photograph 36 shows the view of TL629E from I-8 east of Kitchen Creek Road. Poles are similar in color to the landscape backdrop and not particularly noticeable, but reflective conductors are visible as light lines running across a dark landscape backdrop. In a view from

La Posta Road approximately 0.5 mile south of Old Highway 80, the line extends west and disappears over the ridgeline. At La Posta Road, approximately 0.5 mile south of Old Highway 80, the line crosses the road on comparatively flat, brush covered terrain within view of I-8 and Old Highway 80. In Photograph 37, looking east toward Old Highway 80 and I-8, a wood H-frame transmission structure appears prominently against the skyline, together with overhead conductors of a roadside utility line. The lower part of the structure is less visible where it appears against the varied texture of the roadside and hillside vegetation.

In a view taken from Crestwood Road (Photograph 38), Crestwood Substation can be seen near the left side of the photograph, beyond foreground signage. Other vertical elements in this view include overhead lighting, fences and guardrails, and the poles and overhead conductors of various utility lines, most of which are seen silhouetted against the sky.

TL682 (Photograph 39 through 50)

This approximately 20.2-mile-long component, situated in the northern part of the project area, runs from Rincon Substation in the Pauma Valley to Warner Substation, located along SR-79. For approximately 13 miles, TL682 generally follows SR-76, a County scenic route, crossing it several times. The line traverses areas of agricultural land use; sparsely settled, mountainous landscapes characterized by dense chaparral and desert scrub; and, near Lake Henshaw, areas of woodland and riparian forest. To the east of Lake Henshaw, for the last approximately 4.5 miles of the line before its terminus at Warner Substation on SR-79, the landscape opens out onto a rolling grassy plain with minimal development and open views of the surrounding mountains.

TL682 passes residences near the communities of Rincon and Pauma Valley, as well as through the La Jolla Indian Reservation and passes within five miles of the Palomar Observatory. The line crosses a section of the CNF near Lake Henshaw that includes San Luis Rey Picnic Grounds and passes a scenic vista overlooking the lake on County Highway S7. Near its terminus at Warner substation the line parallels San Luis Rey River, which is eligible for designation as a Wild and Scenic River, and crosses SR-79, a County scenic route.

A view from County Highway S6 shows the line as it exits Rincon Substation (Photograph 39). Set against a chaparral-covered mountainous landscape whose color and texture effectively reduce its visibility, the substation structures are not particularly noticeable in contrast to the nearby wood poles and steel poles.

Photograph 40 is from the same location on County Highway S6 looking northeast along the alignment. In this view, the vertical form of transmission poles are accentuated by their juxtaposition against the organic form of the haze-tinted mountains in the background and the surrounding orchard in this midday view. Photograph 41, from SR-76 near Rincon Ranch Road shows the line crossing the roadway as it heads east out of the valley. The upper part of a wood pole is partially visible beyond the ornamental planting on the left side of the view, while, on the opposite side of the road a reddish-brown, weathered steel pole can be seen. In Photograph 42, a view taken from SR-76 east of Pauma Valley, the wooded edges of the valley and views of surrounding hillsides provide the backdrop for a number of built elements, including a residence, fencelines, and utility poles with overhead conductors. TL682 can be seen on the left side of the road, from this vantage point. The conductors and the upper portions of two structures appear against the sky, and in the middle distance the line is visible as it crosses the highway.

TL682 crosses the most heavily settled portion of the La Jolla Indian Reservation, in a riparian valley adjacent to SR-76. In a hillside view of the reservation, taken from the highway (Photograph 44), the line is discernable, but not particularly noticeable where it crosses the valley approximately 0.25 mile away amid residences and scattered trees. A ground-level view shows several poles at the valley's edge, behind a typical residence surrounded by grazed pasture approximately 200 feet away. Less visible when seen against the hilly backdrop, the structures become more noticeable as the line climbs the ridge (Photograph 43). In a motorist's view (Photograph 45) taken from the road leading to the Reservation-managed campground, a TL682 pole in the foreground is somewhat prominent on the roadside embankment; however, the line becomes increasingly less noticeable as it descends into the densely vegetated San Luis Rey riparian corridor. The line then crosses SR-76 near the eastern edge of the reservation. The view to the west depicted in Photograph 46 shows a multi-hued landscape of woodland, chaparral, grassland and scrub landscape as the roadway skirts the riparian corridor to the left, with an uninterrupted view of the line upon a roadside embankment. While potentially quite noticeable from this location, the simplicity of the angle pole's form lessens its visual prominence in the edge of the view. By way of contrast, where the line crosses the San Luis Rey Picnic Grounds and enters the CNF further east, the dense riparian vegetation along the river largely screens view of the transmission structures that are partially visible in the background (Photograph 47).

Photograph 48 shows the line along SR-76, set back from the roadway on a high embankment densely covered in chaparral and mature trees. This obscures all but the tops of the transmission poles as the line continues east along toward Lake Henshaw. TL682 is visible in the open landscape east of Lake Henshaw. From Lake Henshaw Scenic Vista (Photograph 49), the line is scarcely visible when viewed against the mixed stands of chaparral, meadow and riparian woodland below the vista and the expansive landscape beyond. As seen from the roadway in Photograph 50, taken from SR-79, on the grassy plateau leading to the Warner Substation visibility of the line is largely unobstructed; however, the structures tend to partially blend with the landscape backdrop.

TL6923 (Photographs 51 through 57)

TL6923 is an approximately 13.5-mile-long transmission line, situated near the Potrero and Campo communities in the southern part of the project area and running from Barrett Substation east to Cameron Substation. This component is located in the extreme southern portion of the CNF in a rugged desert landscape. This landscape is largely vegetated with scrub along with thin stands of chaparral and, in the draws and bottomland of this arid landscape, scattered trees. This portion of the project area is sparsely developed, with the line passing near ranches and few residences, and crossing both paved and unpaved roads and trails. TL6923 skirts the edge of the BLM-administered Hauser Mountain Habitat Management Area and near Hauser Mountain Wilderness in the CNF. It crosses the Pacific Crest trail near Hauser Mountain, as well as Lake Morena Drive, a County Scenic Route.

Photograph 51, a view from the air above Barrett Substation, shows the rocky, scrub covered landscape characteristic of large parts of the line. The substation appears in the center of the Photograph, on a light-colored graded pad that is clearly distinguishable from the surrounding scrub. In this view, as in the subsequent four views, the transmission structures, while visible in this open landscape, are not particularly noticeable because they tend to partially blend in with

the coarsely textured terrain of the desert mountains. Existing access roads are a more discernable element within the landscape. Photograph 52, an aerial view of Deerhorn Valley near Barrett Substation, shows several isolated homesteads within view of the line. Photograph 53 is an aerial view of TL6923 as it passes through McAlmond Canyon, a largely undeveloped landscape on BLM and private land, with its numerous rock outcrops and richly textured but increasingly sparse vegetation. The view from Round Potrero Road looking toward Round Potrero Ranch shows metal ranch buildings situated on the floor of a grassy valley (Photograph 54). Wood transmission poles appear at the hillside base, but, at this distance, are not especially noticeable against the terrain. Photograph 55, is a view of the line as it passes over Hauser Mountain on USFS land near the Pacific Crest Trail, three wood poles are visible, though not particularly prominent, against the coarse texture of the surrounding terrain. By contrast, the accompanying service road is comparatively noticeable within this landscape setting. In the view from Hauser Creek Road, an unpaved road ascending Hauser Mountain, wood transmission poles silhouetted against the sky are a relatively noticeable element in this landscape of low chaparral and desert scrub (Photograph 56). In the view from Lake Morena Drive, a County Scenic Route located in an area of ranchland near the Cameron Substation, wood poles and overhead conductors can be seen against the sky as they recede in to the background; scattered trees and agricultural structures provide some visual variety and screening along the line (Photograph 57). Photograph 35, discussed under previously under TL629D, shows the terminus of TL6923 at Cameron Substation.

3.2.4.2 Distribution Lines (Photographs 33 and 58 through 80)

Table 6 lists the six project distribution lines with their approximate lengths and the representative photograph numbers that document the visual setting of each component.

Table 6: Summary of Project Distribution Lines and Representative Views

Project Component	**Approximate Length (In miles)**	**Representative Photographs** (Refer to Figures 2 and 3)
C78	1.8	58 through 61
C79	2.2	62 through 65
C157	3.5	66 through 67
C440	23.9	68 through 73
C442	6.3	74 through 77
C449	6.7	33 and 78 through 80

C78 (Photographs 58 through 61)

C78 is an approximately 1.5-mile-long distribution line located in the central part of the project area. It runs through rugged terrain from the Viejas Indian Reservation east into CNF lands, approximately paralleling Viejas Grade Road along the south side of Poser Mountain to Via Arturo Road. It passes near residences on the Viejas Indian Reservation and at the western edge

of Descanso. At its eastern end, it lies within 0.5 mile of a school. Views from most roadways look upon an open, arid landscape of sparse chaparral and desert scrub with areas of exposed soil and rock. Areas of tree cover are limited to riparian zones.

Photograph 58, taken from the western end of the line, is a residential view from the reservation. Wood utility poles are a prominent element in this grazed and fenced landscape that is characteristic of the reservation land outside the riparian areas. A view from the Ma-Tar-Awa RV Park at the eastern edge of the reservation (Photograph 59) shows the line on the hillside, approximately 0.6 mile away, above a dense stand of trees that indicates a riparian zone. In many locations the line is not highly noticeable due to the landscape's visually diverse landscape composition; exception occurs where the line appears upon a ridge, and is silhouetted against the sky. This distinction is particularly noticeable when comparing views shown in Photographs 60 and 61 that depict C78 as seen from Viejas Grade Road. In Photograph 60, the line crosses the roadway and proceeds over the hillside, with closer poles seen against the hillside and those further away appearing against the backdrop of the sky. In Photograph 61, the line is located below the roadway grade, and the visibility of poles in the middle distance is partially obscured due to minimal contrast with the color and texture of surrounding terrain.

C79 (Photographs 62 through 65)

The approximately 2.2-mile C79 line is located in the central part of the project area, running from Boulder Creek Road east to Cuyamaca Peak and then along Lookout Road to SR-79. Elevations along this line range between roughly 3,800 feet along Boulder Creek Road to 6,512 feet at Cuyamaca Peak. The vegetation cover on this mountainous terrain includes forest and dense scrub and the landscape is largely undeveloped with the exception of Cuyamaca fire station, recreational trails, fire roads, and the Paso Picacho campground. The line does not pass near residences.

Photograph 62 shows the line near its origin above lightly-travelled Boulder Creek Road at the base of Cuyamaca Peak. C79 structures are visible against the sky, are not particularly noticeable when viewed from the roadway below given the strong textures in the foreground view attributable to the rocky embankment and diversity of the roadside vegetation. In a panoramic view from the peak looking west, wood poles and overhead conductors are seen running through undeveloped USFS-administered land (Photograph 63). Segments of the unpaved Boulder Creek Road as well as the utility line access road can be seen in the middle distance. Photograph 64, a view toward the east and Cuyamaca Reservoir, shows the paved Lookout Road Trail which leads up the peak from SR-79, through the Cuyamaca Rancho State Park. Photograph 65 presents a view from a picnic area at the base of the trail.

C157 (Photographs 66 through 67)

C157 is an approximately 3.5-mile-long distribution line, which runs from Skye Valley Road just east of Lyons Valley Road to Skye Valley Ranch. This mountainous area is largely undeveloped, and the line passes near one residence, located on a ranch served by the line. The line also passes near a juvenile rehabilitation facility (Barrett Honor Camp) in addition to paved and unpaved roadways. It crosses the northern edge of Barrett Lake as well as the Pine Creek Wilderness and Hauser Wilderness on USFS-administered land; the main entrance to Barrett Lake's recreation facilities is located to the south, well away from this area. Chaparral vegetation dominates the lower elevations while ridgetops show large expanses of exposed rock.

Tree stands are found along Barrett Lake and riparian areas associated with waterways that flow into the lake.

The rugged topography of the Pine Valley Wilderness forms the backdrop in Photograph 66 taken from Skye Valley Road looking east; the distribution line can be seen in the middle distance, although it is not prominent within this landscape setting. Photograph 67 shows the line further east where it crosses the Pine Creek arm of Lake Barrett and travels over the hillside into the Pine Valley Wilderness. As in the previous view, the poles are not particularly visible against the mountainous backdrop, and even ridgetop poles are a relatively minor element within the overall landscape scenery.

C440 (Photograph 68 through 73)

C440 is an approximately 16.9-mile-long distribution line, consisting of numerous non-contiguous portions. This line is located in the northeastern part of the project area at some of its highest elevations. The line crosses and parallels Sunrise Highway, a national scenic byway and a County scenic route, running from Glencliff Substation on I-8 north to Mount Laguna. Elevations here range from approximately 4,100 feet, at Glencliff Substation, to over 6,000 feet, near Mount Laguna, reflected in the predominantly forested landscape. Open views are typically found in the lower portion of the line; and, as one moves to the higher terrain, these are limited to glimpses of open meadows seen between dense stands of trees. The line lies in the one of the more intensively used areas of the CNF, and built elements related to recreation uses have long been an integral part of the landscape. In addition to wood utility poles, guy wires, and overhead conductors, built features include recreational cabins, picnic and campground facilities, rustic fences, and signage. The line passes at least five forest service campgrounds, including Wooded Hill, Burnt Rancheria, Horse Heaven, Laguna, and El Prado as well as an area with historic cabins. The line also passes close to private residences, the Mount Laguna Observatory, and the Pacific Crest Trail.

In a motorist's view of the line as it crosses Sunrise Highway, approximately 1.4 miles from I-8 (Photograph 68), the roadway, including associated road cuts, a paved turn-out, and barricade structures, dominates the landscape. The low, uniform chaparral-covered hillside provides landscape context, and the weathered wood poles are noticeable built elements on either side of the roadway.

At higher elevations forests of straight-trunked conifers become the dominant landscape element, providing screening that reduces the visibility of the wood utility poles, as seen in Photograph 69, a view from the USFS Volunteer Activity Center, located alongside Sunrise Highway. Photograph 70, taken from Sunrise Highway near El Centro Terrace, shows a wood pole that in form and color is well integrated with the surrounding trees. Photograph 71 shows wood poles as seen from Sunrise Highway near Kwaaymii Interpretive Trail, a half-mile loop in the Mount Laguna area. Foreground poles are visible from the trailhead; however, poles at more of a distance are usually partially screened by mature trees. In Photograph 72 a single pole is visible near the center of the view, conductors, transformers and support cables are also highly noticeable, due, in part, to their reflective appearance. Where the line crosses a roadway, as in the view from Sunrise Highway near Mountain Peak Road, the visibility of the wood poles increases, particularly when, as in this view, the immature surrounding trees present a comparatively organic outline in contrast to the linear form of the pole (Photograph 73).

C442 (Photograph 74 through 77)

The approximately 7.9-mile-long C442 distribution line, situated in the central part of the project area, is located near the community of Pine Valley and runs from Pine Valley Road, at an approximate elevation of 3,900 feet, south toward Corte Madera Valley and Los Pinos Mountain at 4,805 feet in elevation. North of Pine Valley C442 also includes poles and line near Pine Creek Road in an area within CNF where the line services a group of residences. The terrain along the line is generally rugged and vegetation consists of forests, chaparral, and grassland. It passes to the west of Long Valley Peak, which rises to 4,900 feet in elevation. While the southern portion of the line lies within CNF and is primarily developed with hiking and off-road trails and no permanent residences, at its northern end in Pine Valley, approximately 28 residences are located within 100 feet of the line.

The southern portion of this distribution line originates near the Bear Valley Trailhead along I-8, a trail that is used for hikers and off-road vehicles. Photograph 74, a view from the trailhead, shows the line extending to the north from this viewpoint. Photograph 75, taken from Los Pinos Road in Corte Madera Valley, while not directed toward C442, shows the rural setting through which the line passes. Several residences in this area have views of the line. Photograph 76 shows a view looking north along C442from Los Pinos Mountain. Conductors and the first few poles are visible from this location; however, poles and conductors become indistinguishable landscape elements further from the viewpoint. Photograph 77, a view towards the first pole of the line on Los Pinos Mountain, shows a communication tower associated with the fire lookout. In relationship to this tower, the pole appears relatively small.

C449 (Photograph 33 and 78 through 80)

The approximately 6.0-mile-long 12 kV distribution line is located near the community of Cameron Corners and runs from Old Highway 80 south along Buckman Springs Road to Oak Drive and southwest along Morena Stokes Valley Road to Camp Morena, an active military facility. The line passes through Camp Morena County Park and USFS-administered land, through rugged topography characterized by chaparral vegetation. Taller shrubs and small trees are found near roads and residences. Views from roadways are limited by vegetation and topography. Although the line is sparsely populated, it passes within the vicinity of some residences, through the Boulder Oaks campground, and within 1,000 feet of the Boulder Oaks Elementary School. In some areas, the line also follows the Pacific Crest Trail. Oak Drive, Buckman Springs Road, and Old Highway 80, which the line crosses or parallels, are county scenic routes. The line also passes near I-8, an eligible state scenic highway and a county scenic route.

Photograph 33, taken from the Boulder Oaks Campground near the Pacific Crest Trail shows C449 extending to the south. Photograph 79, is a view from the Pacific Crest Trail, at location where the distribution line follows the trail. Photograph 80, from Buckman Springs Road at the bridge over Cottonwood Creek, shows a pole that lies within the C449 alignment. Photograph 78 shows a view from Morena Stokes Valley Road where the line follows the roadway; Morena Stokes Valley Road leads to Lake Morena County Park.

4. IMPACTS

4.1 Significance Criteria

To determine the significance of the anticipated visual changes, the project's effects were evaluated according to criteria provided in Appendix G of the CEQA Guidelines, which indicates that a project will have a significant effect on the environment if it will:

- Have a substantial, adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area.

Additionally, USFS SMS Standards were used to evaluate the project impacts (see above, Section 3.1, Federal). In applying these standards to determine significance, the respective SIO visual management goal was considered along with the extent of change to the visibility of existing power lines, the degree to which the various project elements will contrast with or be integrated into the existing landscape, the extent of change in the landscape's composition and character; the number and sensitivity of viewers, and project consistency with public policies regarding visual quality.

4.2 Physical Characteristics of the Project

A detailed description can be found in Chapter 3 Project Description of the project PEA document.

4.2.1 Project Components

In brief, the project involves replacing existing wood structures with steel poles on eleven existing power lines including five 69 transmission lines and six distribution lines. The replacement poles will be reddish-brown, weathered steel poles, and will generally be somewhat taller than existing poles. The majority of the replacement poles will be 10 to 20 feet taller than the existing wood poles. In general, existing distribution poles will be replaced with same size poles or poles up to 10 feet taller. In some cases, the replacement pole diameters will be larger than existing poles. Also included in the project is the removal of guy poles and wires that are currently required to support some existing poles. Schematic illustrations of the replacement poles are included in Appendix B: Typical Replacement Pole Drawings. In addition, Figure 3, Photograph 1, a view of Loveland Substation that shows three weathered steel poles that are similar in appearance to the project replacement poles, and Figure 3, Photograph 41, shows poles similar to the replacement poles' appearance.

4.2.2 Temporary Construction Areas and Access Roads

Approximately 29 staging areas will be required during project construction. Depending upon pole location, construction methods, and other variable factors pertaining to project construction, these areas may be located within the power line rights-of-way (ROWs) or in other areas. In addition to staging areas, construction will require additional work areas along the project alignment to erect transmission structures. Where possible, stringing sites have been located

within the existing power line corridor or within roadways and other disturbed areas. Following project construction, these areas will be returned to pre-construction appearance where feasible. Because of their temporary nature, these areas are not considered in the analysis of visual change.

Existing access roads will be used to access pole construction sites. No tree removal is planned as part of the project; however, because construction will occur over an approximately five-year period, some tree removal may be required at the time of construction. In addition, some trees may be trimmed and some mature bushes and other scrub vegetation may be cleared. Where SDG&E determines existing access roads are no longer needed, these areas will be returned to pre-construction conditions consistent with the surrounding area to the extent feasible based on Natural Community Conservation Plan restoration guidelines.

4.3 Visual Change

The following discussion includes a description of the project-related change and an evaluation of potential visual effects on key public views, primarily as represented by the set of 20 visual simulations. Table 7: Summary of Visual Effects at Key Viewpoints presents a summary evaluation for each viewpoint, including the project component shown in the simulation and a summary of the visual change as the result of the project. A more detailed discussion of the project change visible at each KVP follows.

Table 7: Summary of Visual Effects at Key Viewpoints

Location- KVP (Simulation Figure #)	Project Component	Project-related Change and Visual Effect
Loveland Reservoir Trailhead - KVP 3 (Figure 4)	TL625B	Somewhat taller, single structure weathered steel poles replace H-frame poles. Reduction in total number of poles will reduce visual presence of transmission structures in the area and result in an incremental improvement in the landscape character.
Japatul Valley Road - KVP 7 (Figure 5)	TL625C	Slightly taller weathered steel poles replace four existing wood poles. Project represents a minor, incremental change that will not substantially affect the existing visual character along the roadway.
I-8 Westbound - KVP 10 (Figure 6)	TL625C	Somewhat taller, weathered steel poles replace two H-frame wood poles. Slightly taller self-weathering-steel pole replaces one wood pole. Change will be minor and not particularly noticeable; overall reduction of visual presence of transmission structures represent an incremental improvement in the landscape character
Inaja Memorial Trail - KVP 17 (Figure 7)	TL626B	Somewhat taller, weathered steel poles replace three existing wood poles. Project represents a minor, incremental visual change that will not be particularly noticeable.
Boulder Creek Road near Tule Springs Road - KVP 19 (Figure 8)	TL626A	Somewhat taller, weathered steel poles replace three existing wood poles. Project involves minor modifications to an existing utility line and will not substantially change the landscape's visual character.

SR-79 at Viejas Boulevard - KVP 27 (Figure 9)	TL629A	Somewhat taller, weathered steel poles will replace three existing wood poles. Existing guy pole will be removed. Project represents an incremental change. Although the change will be noticeable, given the presence of existing utility structures, it will not substantially alter the overall character of the landscape setting.
Old Highway 80 near Prut Road – KVP 28 (Figure 10)	TL629A	Somewhat taller weathered steel poles will replace two existing wood poles. Taller pole also replaces distribution pole. Project represents a minor, incremental change that will not affect the visual character as seen from this road.
Boulder Oaks Campground – KVP 33 (Figure 11)	TL629C	Somewhat taller, weathered steel poles replace six wood poles and a three-pole structure. Two poles replace wood distribution poles. Project represents a minor, incremental visual change that will not be particularly noticeable.
SR-76 near Palomar Mountain Road - KVP 42 (Figure 12)	TL682	Somewhat taller self-weathering-steel poles replace five existing wood poles. Taller poles also replace distribution poles. Although the change may be noticeable, it will not substantially change the overall visual character of the roadway.
La Jolla Indian Reservation – KVP 43 (Figure 13)	TL682	Somewhat taller, weathered steel poles replace three existing wood poles. Small portion of fourth new pole visible. The change may be noticeable to some viewers; however, it will not substantially change the overall visual character of the setting.
SR-76 near San Luis Rey Picnic Grounds - KVP 48 (Figure 14)	TL682	Somewhat taller, weathered steel poles replace three existing wood poles. Project represents a minor, incremental change that will not be particularly noticeable from this roadway.
Hauser Mountain near Pacific Crest Trail - KVP 55 (Figure 15)	TL6923	Somewhat taller, weathered steel poles replace three existing wood poles. Project represents a minor, incremental visual change that will not be particularly noticeable in this lightly-used area.
Campground in Viejas Indian Reservation - KVP 59 (Figure 16)	C78	Somewhat taller, weathered steel poles in new locations replace three existing wood poles. Project represents a minor, incremental visual change that, given the viewing distance and absorptive quality of the hillside backdrop, will barely be perceptible.
Viejas Grade Road - KVP 60 (Figure 17)	C78	Somewhat taller, weathered steel poles in new locations replace five existing wood poles. Because of the reduction of the number of poles that appear against the sky backdrop, the project represents a minor improvement in the visual setting.
Cuyamaca Peak - KVP 63 (Figure 18)	C79	Poles removed. Access roads removed. Project represents a substantial improvement in the visual character from this scenic vista.
Skye Valley Road at crossing of Barrett Lake (Pine Creek)- KVP 67	C157	Somewhat taller, weathered steel poles replace four wood poles. This is a minor, incremental change that will not be particularly noticeable.

(Figure 19)		
Sunrise Highway - KVP 68 (Figure 20)	C440	Line relocated underground and poles removed. This represents an overall improvement in the visual character as seen from this scenic byway.
USFS Volunteer Activity Center near Sunrise Highway - KVP 69 (Figure 21)	C440	Three somewhat taller, weathered steel poles replace two existing wood poles. Project change may be noticeable, but will not substantially affect the visual character of the roadway.
Bear Valley Trailhead - KVP 74 (Figure 22)	C442	Slightly taller, weathered steel poles replace three wood poles. Project represents a minor, incremental visual change that will not be particularly noticeable.
Pacific Crest Trail - KVP 79 (Figure 23)	C449	Poles removed. Substantial improvement in the visual character of the setting as seen from the trail

4.3.1 Transmission Lines

TL625

Figure 4: Visual Simulation – Loveland Reservoir Trailhead (KVP 3)
The existing view looking south from the Loveland Reservoir Trailhead along Japatul Road represents a views experienced by recreational visitors to the CNF and Sweetwater Authority Water Agency-managed facility. Interpretive map display panels and signs seen in the foreground provide orientation to the recreation trail and reservoir area. A low wood rail fence and light colored gravel define the edge of the parking area and trailhead. Patches of light colored, exposed soil appear on the hillside near the center and left side of the view, and to the right, exposed soil of access roads can also be seen. Beyond the interpretive sign, wood H-frame structures and conductors located within the alignment are visible against the hillside; the closest is approximately 600 feet away. Further away on the right, additional TL625B poles are partially visible against the sky. Loveland Reservoir is located beyond the foreground hillsides, and is not visible from this viewpoint.

The simulation depicts new weathered steel poles and the removal of existing H-frame wood structures. The replacement poles are similar to the existing wood structures in color and, by comparison with the existing H-frame support structures; the form of the new single poles is simpler and somewhat less noticeable, particularly when seen against the hillside backdrop. The new replacement poles, located further from this viewpoint, are somewhat taller than the existing structures; however, the two closest replacement poles are similar to the heights of the original structures. A comparison of the Figure 4 photograph and the visual simulation indicates that the overall project-related visual change is minor and will not substantially alter the existing composition or character of the landscape setting, as seen from this trailhead location.

Figure 5: Visual Simulation – Japatul Valley Road (KVP 7)
The existing view looking south along Japatul Valley Road represents motorists' and nearby residents' close-range view of the existing alignment and is typical of conditions in which the existing line is adjacent to the roadway. The existing alignment is more visible in these locations than at other places in the local area where the line is not situated along public roadways. In this view, the existing transmission line is visible along the west (right) side of the road, and a distribution line parallels the opposite side. Scattered rural residences are found along Japatul Valley Road; the white fence on the left (east) of the roadway indicates a nearby ranch.

The simulation image portrays the existing wood poles along the roadway replaced with new weathered steel poles. While the new poles are similar in form and color to the existing wood poles they are somewhat taller. With respect to the closest existing and replacement pole, roadside vegetation screens the lowest part of the structure. Given the presence of existing project and other utility structures, this represents an incremental change that does not qualitatively alter the existing landscape's intrinsic visual character.

Figure 6: Visual Simulation – I-8 westbound (KVP 10)
Representing a motorist's perspective, the existing view along westbound I-8 near Japatul Valley Road shows the TL629 line crossing this major regional artery. In this area, graded roadside banks with sparse vegetation are evident in the foreground. On the left (south) side of the roadway, an existing double pole structure is visible against the sky, while on the opposite side of the roadway, a double pole structure and a single wood pole are less noticeable when viewed against the textured backdrop of the rugged mountainous terrain. Red, white, and yellow aerial marker balls can be seen on the barely discernable conductors as they cross the highway.

The simulation depicts the replacement of existing double wood poles on either side of the highway with taller, single structure weathered steel poles. The single wood pole on the far right is also replaced by a weathered steel pole. The new poles are similar in form and color to the existing poles. Like the existing wood poles on the right, the new replacement poles on the right side of the highway are barely perceptible against the mountain backdrop. The new pole on the left appears somewhat noticeable against the sky; however, while somewhat taller than the existing poles, several of the new poles replace double poles and, as a result, help reduce the general visual presence of transmission structures in the landscape. Conductors and aerial marker balls continue to be barely visible crossing the freeway. At this location, the project represents an incremental change that will not be particularly noticeable.

TL626

Figure 7: Visual Simulation – Inaja Memorial Trail (KVP 17)
The existing view shows the project crossing the San Diego River valley, and area within the CNF, from the Inaja Memorial Trail downhill from the Inaja Memorial Trail Lookout and the trailhead off SR-78. . This photograph, representing a hikers' view from along the trail, includes wood poles seen against the sky on both sides of the canyon with barely perceptible conductors crossing overhead. Red and yellow aerial marker balls are visible on a second line paralleling the conductors. The nearest poles are approximately 0.20 mile from the viewpoint, and, while visible, they do not appear prominent within the context of the sweeping vista. As such, theses poles represent a relatively minor intrusion into the natural landscape.

The simulation shows the three visible existing poles replaced by somewhat taller, weathered steel poles. Similar to the existing view, the replacement conductors and aerial marker balls crossing the valley are barely visible. Although somewhat taller, the form and color of the replacement poles is similar to the existing wood poles. At this distance, the change is incremental and does not substantially affect the landscape character as seen from the trail at this location.

Figure 8: Visual Simulation – Boulder Creek Road near Tule Springs Road (KVP 19)

The existing view, from Boulder Creek Road near Tule Springs Road, shows the existing line passing near an isolated residence. This photograph represents the views of residents and of motorists on Boulder Creek Road. Three wood poles and conductors are visible against a combination of sky and hillside.

The simulation portrays the replacement of the three visible wood poles with taller weathered steel poles. The form and color of the new poles is similar to the existing poles. Compared with the original pole, the increased height of the new replacement center pole, seen against the sky is somewhat more noticeable. However, the change in height of the pole on the right, seen against the mountain backdrop, is less noticeable, and the change in the scale of the pole on the left is hardly perceptible. From this location, the project represents an incremental change that will not be particularly noticeable.

TL629

Figure 9: Visual Simulation – SR-79 at Viejas Boulevard (KVP 27)

The photograph is a close-range view of the Viejas Road and Highway 79 intersection with the transmission line in the foreground. This view represents that of motorists as well as that of nearby residents. A market with roadside signage and an informal parking area is visible just beyond the intersection with a residential structure in the background. White fencing that encloses a pasture can be seen to the left of the market. The closest existing pole, situated at the intersection, appears prominently against the sky, while another two poles to the right are partially screened by trees. A wood distribution pole and a guy pole to the right of the road are also prominent foreground elements.

The simulation shows the replacement of the three wood poles with somewhat taller weathered steel poles. The simulation also portrays the removal of the wood guy pole and cables supporting the nearest pole on the right side of the road. The most noticeable change is the new, wider, self-supporting angle pole that replaces the corner wood pole, which appears more substantial and is unscreened by vegetation and backdropped by sky. The change in the two poles further up SR-79, which are partially screened by mature trees, is less noticeable. The project represents a noticeable but incremental change, but given the prominence of existing utility structures in this location, together with the existence of other built elements in the landscape, it does not substantially change the visual character of this area.

Figure 10: Visual Simulation – Old Highway 80 near Prut Road (KVP 28)

The view from Old Highway 80 near Prut Road represents a typical view from this historic roadway as seen by motorists. This photograph is also representative of nearby residents' views. Two existing wood poles and overhead conductors of the project appear in the foreground along with a wood distribution pole. On the right side of the road, a residential mailbox and driveway can also be seen in the immediate foreground. The dense, mature backdrop vegetation softens the distinct vertical outline of the poles, partially reducing their visibility.

In the simulation, the two existing wood transmission line poles are replaced by somewhat taller, new weathered steel poles, as is the existing distribution pole in the foreground. The new poles resemble the existing poles in form and color. On the left side of the view, a small, upper portion of a new replacement pole emerges above the trees at the bend in the road. While noticeable, the slight increased height of the new poles with the limited visibility of an additional pole in this

view represents a minor incremental change in the landscape that does not substantially alter the character of views at this location.

Figure 11: Visual Simulation – Boulder Oaks Campground (KVP 33)
The existing view from Boulder Oaks Campground represents views of people using the campground and hikers along the nearby Pacific Crest Trail. Dominating the immediate foreground are a campsite firepit and wood and concrete picnic table, light colored exposed soil, and grey-green brush. Mature trees shade the campground and frame the chaparral-covered hillside beyond. Approximately nine existing weathered wood poles along TL629 and C449 converge near this location and are somewhat visible in the distance, including a three-pole structure. The backdrop vegetation texture helps reduce the visual contrast of some portions of poles that are seen against the hillside, as do the scattered rock outcrops whose color resembles that of the weathered poles.

The simulation shows new, reddish-brown, weathered steel poles in place of the existing wood transmission and distribution structures. The new poles are somewhat taller and more noticeable when seen against the sky horizon due to the contrast of their darker color; however, where they are seen against the chaparral-covered hillside, the visibility of the new poles is reduced. A new single pole replaces the existing three-pole structure visible near the center of this view. This change results in reducing the overall number of poles seen at this location which is considered a beneficial effect. The increased height and potential visibility of the new poles, together with the reduction of the total number of structures and simplified form and appearance of the new poles, suggests an incremental change that is not substantial. A comparison of the Figure 11 photograph and visual simulation images, demonstrates that the project will not substantially alter the overall landscape character when viewed from this location.

TL682

Figure 12: Visual Simulation – SR-76 near Palomar Mountain Road (KVP 42) The Figure 12 photograph represents a view of TL682 seen by motorists as well as nearby residents. In this location and in other areas along SR-76, residents and motorists have relatively open views of the project. Two wood poles along the transmission line are visible on the left (north) side of the road, as well as two, shorter distribution poles. Along with the utility structures on the opposite side of the highway, the presence of pasture fencing and the large residential structure near the treeline suggests a relatively developed rural landscape in contrast to the more rugged scenery visible in the distant mountains. TL682 crosses the roadway in the foreground approximately 1000 feet away, and the line of poles, quite noticeable in the immediate foreground, are increasingly obscured as they recede toward the distance.

The simulation shows the wood transmission and distribution poles on the left side of the roadway replaced by new taller, weathered steel poles. By comparison with the existing structures, the new replacement transmission structures are noticeably taller. Their yellow safety-marker bands are also noticeable, although they are considerably above the eye level. The top of the shorter distribution poles appear silhouetted against the sky. Although taller, the replacement poles are similar in form and color to the existing poles. While the project structures may potentially be more noticeable to some residents and motorists in the foreground view, the change associated with increased height is not particularly noticeable seen within the context of the overall landscape setting which includes a varied vegetation pattern, mountain

backdrop and the same number of existing utility poles. The project represents a minor, incremental change in the landscape character.

Figure 13: Visual Simulation – La Jolla Indian Reservation (KVP 43)
The Figure 13 photograph, taken in one of the more densely settled parts of the La Jolla Indian Reservation, represents a residential view of the project. In this location, land between the residences is typically open grassland with scattered tree cover. The wood pole on the left side of the view is not particularly noticeable due to minimal contrast with the color and texture of the landscape backdrop. By comparison, two poles to the right with minimal landscaping are more visible against the sky.

The simulation portrays the three existing wood poles replaced by new, somewhat taller, weathered steel poles. The new poles are comparable to the existing wood poles in color and form, and the increased pole height will not be particularly noticeable at this location. A comparison between the Figure 13 photograph and simulation indicates that the project-related visual change is incremental and will not substantially affect the landscape character in this residential area.

Figure 14: Visual Simulation – SR-76 near San Luis Rey Picnic Grounds (KVP 48)
TL682 parallels SR-76 near the San Luis Rey Picnic Grounds in this photograph, representing a view of motorists along SR-76. Three wood poles and overhead conductors are partially visible above the roadside embankment and only marginal to roadway sightlines. For eastbound motorists, the poles are peripherally noticeable; whereas they are outside the sightlines of westbound motorists. A mix of chaparral and mature trees obscure the lower portions of the poles, with only the tops and conductors visible against the sky. Dense trees generally screen the transmission line from the picnic area located outside this view to the right of the roadway.

The simulation shows somewhat taller, new weathered steel poles in place of the existing wood poles. The poles appear comparable with the exception of yellow warning marker bands placed on the new poles to comply with CPUC General Order 95 requirements. A comparison between the Figure 14 photograph and simulation shows that the project-related change will result in a negligible effect on the existing landscape character.

TL6923

Figure 15: Visual Simulation – Hauser Mountain near Pacific Crest Trail (KVP 55)
The existing view shows a low overview perspective from Hauser Mountain where the line crosses the CNF near the Pacific Crest Trail. This photograph approximates hikers' views along the trail at this relatively remote location. Because the three existing wood poles blend in with the color and coarse texture of the rocky chaparral-covered hillside, they are not particularly noticeable from this location. However, the light-colored dirt access road contrasts with the dark chaparral vegetation.

The simulation portrays new, slightly taller, weathered steel poles. The upper portion of the new pole at the right is silhouetted against the sky. The replacement poles are similar in form and color to the existing poles, and like the existing structures, their visibility is reduced somewhat due to minimal contrast with the landscape backdrop. As seen from this location, the project-related change is minor and will not be particularly noticeable.

4.3.2 Distribution Lines

C78

Figure 16: Visual Simulation – Campground in Viejas Indian Reservation (KVP 59)
The existing view, from the Ma-Tar-Awa RV Park at the eastern edge of the Viejas Indian Reservation is a characteristic recreational visitor's view from the RV Park. The photograph also represents a view that is similar to what is seen from the residential area of the eastern Viejas Indian Reservation. As in many campsites, mature trees filter views of the surrounding open, undulating terrain, and on the left, two residences can be seen on the ridgeline. C78 is barely visible on the ridge beyond the campsite, approximately 0.6 mile away. Vegetation surrounding the residential structures partially screen views of the line as viewed from this distance, and the visually absorptive texture and color of the landscape reduces its visibility further east.

The simulation portrays new weathered steel poles in locations closer to the Viejas Grade Road. Although somewhat taller, replacement poles are similar in form and color to the existing poles and, are not particularly noticeable where they appear against the hillside. In the Figure 16 simulation, fewer poles appear against the sky backdrop, thus reducing the visibility of the line. The Figure 16 simulation demonstrates that, at this location, the project represents a minor visual improvement that will not substantially alter the existing landscape character.

Figure 17: Visual Simulation – Viejas Grade Road (KVP 60)
This view from Viejas Grade Road shows C78 where it extends down the hillside toward the Viejas Indian Reservation. The photograph shows a motorist's perspective travelling west within the CNF, along Via Arturo from Descanso to the reservation. Whereas the roadway parallels the hillside contours, the line crosses the roadway and traverses the hillside in a straight line. The closest visible poles are located alongside the road. Seen against a mottled landscape backdrop comprised of scrub vegetation with areas of exposed soil, these poles partially blend in due to their minimal contrast. The more distant poles are silhouetted against the sky.

The simulation shows the new replacement poles along C78 following the roadway. The existing poles currently visible on the ridgeline have been removed, and new weathered steel replacement poles appear along the contour of the road. The closest new pole could appear slightly more visible in the foreground due to its increased height; however, the replacement poles generally blend in with the surrounding natural landscape backdrop from the perspective of a motorist traveling along the road. In more distant views, their visibility is substantially reduced as they no longer appear on the adjacent ridgeline, while in their new location along the road they become less prominent as they are primarily viewed against the landscape backdrop. In this case, the project represents an improvement in the landscape's visual setting and brings it more into conformance with the designated SIO.

C79

Figure 18: Visual Simulation – Cuyamaca Peak (KVP 63).
The photograph, taken from Cuyamaca Peak in Cuyamaca Rancho State Park, faces west toward USFS-administered lands. This represents the view of recreational visitors at the state park. In the foreground, wood poles and overhead conductors extend west from the peak down toward Boulder Creek Road. In clear weather, as shown in this photograph, views from this summit

take in the undulating, open mountainous terrain all the way to the San Diego coast. Conductors nearest the viewpoint appear partially silhouetted against the distant horizon, while more distant poles are barely visible because they blend into the texture and color of the rugged terrain below. Patches of light-colored, exposed soil including lines of the utility access road contrast against the darker vegetation on the slope below.

The visual simulation of the project portrays the elimination of the existing poles and overhead line and reclamation of the ROW clearing. The project includes realigning C79 to the east side of the peak along Lookout Road Trail where the line will be undergrounded. Some access roads not related to the project are still visible in the distance. A comparison of the Figure 18 existing view and simulation demonstrates that the project will, in this case, substantially improves the landscape's natural appearance.

C157

Figure 19: Visual Simulation – Skye Valley Road at Barrett Lake (Pine Creek) (KVP 67)

The photograph, taken from Skye Valley Road near the Pine Creek arm of Lake Barrett, shows C157 where it traverses the hillside into the Pine Valley Wilderness. The roadway view represents the view experienced by a limited number of recreational visitors as well as local inhabitants of this comparatively undisturbed natural landscape. The main entrance to the popular Lake Barrett is located to the south, with a boat launch and dock located over 2 miles from the viewpoint. The three wood poles that appear against the hillside near the center of this view are not particularly noticeable because they blend in with the color and texture of the natural terrain. One pole that silhouettes against the sky is slightly more noticeable, but given the viewing distance, it does not appear prominent compared with the surrounding landscape elements.

The simulation portrays four new replacement weathered steel poles that are somewhat taller than the original wood poles. Because of the minimal visual contrast with the landscape backdrop, the increased height of the three poles below the ridgeline is not particularly noticeable in comparison with existing wood structures. The new pole that appears on the ridgeline is more prominent; however, the height increase is barely perceptible from this viewing distance. As seen from this lightly-used location, the project represents a minor, incremental change that will not be particularly noticeable to the public.

C440

Figure 20: Visual Simulation – Sunrise Highway (KVP 68)

The photograph shows two wood poles and conductors in a location where C440 crosses the scenic Sunrise Highway. The viewpoint is a motorist's view from the road leading into a heavily-used area of the CNF. Low, relatively uniform chaparral covers the adjacent hillside providing little visual variety or screening opportunity. The roadway and light colored exposed soil of road cuts, roadway pull-out areas, and guard rail structures are prominent foreground landscape elements along with the weathered wood poles seen on either side of the roadway.

The simulation shows the removal of existing wood distribution poles and overhead conductors. The project involves undergrounding this portion of the line along the roadway. By removing the line from this location, the project will improve the area's natural appearance and views from this scenic byway.

Figure 21: Visual Simulation –USFS Volunteer Activity Center near Sunrise Highway
The view from the USFS Volunteer Activity Center shows a wood distribution pole partially silhouetted against the sky just beyond the Activity Center's picnic area. This view includes a paved parking area and part of the activity center building in the foreground and additional wood pole seen in the distance against the dense background trees.

The simulation portrays two new weathered steel poles in place of the original wood poles, and the addition of an intermediate pole between these two replacements. The new poles are slightly taller than the existing poles but similar in form and color. Similar to the existing wood poles, the new poles' visibility is lessened somewhat by the similarity in scale, form, and color with the surrounding forest trees. In this respect, the project-related change represents a minor incremental effect and will not have a substantial effect on the overall landscape composition or character in this location.

C442 Line

Figure 22: Visual Simulation – Bear Valley Trailhead (KVP 74)
The existing view, from the Bear Valley Trailhead along I-8, shows C442 extending south into rugged mountain terrain. People use this trail for hiking and driving off-road vehicles. The Figure 22 photograph represents a characteristic recreational visitor's view, with typical trailhead signage, fencing, and compacted, exposed soil seen in the foreground. In the distance, a distribution wood pole is visible along the ridgeline against the skyline. Two additional wood poles are situated on the hillside closer to the viewpoint; these structures are barely visible against the dark vegetation backdrop. In addition, the overhead conductors are also barely perceptible in this view.

The simulation depicts slightly taller new weathered steel replacement poles and removal of the wood poles. Although somewhat taller, the replacement pole seen on the ridgeline appears very similar to the existing wood pole it replaces when viewed from this trailhead vantage point. The increased height of one of the two replacement poles situated on the hillside makes it slightly more noticeable due to its upper portion silhouetting against the sky. This effect represents a relatively minor incremental change to the overall landscape setting; therefore, the project will not have a substantial impact on the character or quality of views from this location.

Pine Creek Road
In the project area north of I-8 along Pine Creek Road the visual change will be similar to that shown in Figure 21. Replacement steel poles may be slightly taller than the existing wood poles, and will be similar in form and color. Within this forested area, with scattered residences, the minor, incremental changes will not have a substantial effect on the overall landscape composition or character.

C449 Line

Figure 11: Visual Simulation – Boulder Oaks Campground (KVP 33)
As described previously, in the discussion of TL629, this view includes both transmission and distribution structures. The two C449 distribution poles are seen in the right side of this view, against the hillside.

The simulation shows that the new, somewhat darker, steel replacement poles are less visible against the hillside, than the wood poles that they are replacing.

Figure 23: Visual Simulation – Pacific Crest Trail (KVP79)
The photograph shows a view from the Pacific Crest Trail near the intersection of Buckman Springs Road and Morena Stokes Valley Road. Representative of a hiker's view, it includes vegetation in the foreground as well as distribution poles and overhead lines running alongside the trail and mountains in the backdrop. The wood pole in the foreground is prominent, while two other poles that are less visible can be seen further down the trail. Mature trees screen additional poles located further away.

The visual simulation portrays removal of existing wood poles and overhead line along the portion of C449 where it follows and crosses the Pacific Crest Trail. The simulation demonstrates that with the existing wood poles and overhead line removed, the landscape character achieves a more cohesive natural appearance. A comparison of the Figure 23 photograph and simulation conveys how the removal of the existing distribution line poles represents a substantial improvement to the visual setting along this trail.

4.4 Impact Evaluation

Would the Project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Measures	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	☑

USFS Scenic Management Objectives

Major portions of the project are located on USFS lands in the CNF. This discussion contains an evaluation of the project in light of USFS visual management goals, as expressed in the applicable SIO classifications. As outlined in Section 3.1.1 Regulatory Background, the project crosses CNF land that is classified primarily as "High" and "Moderate". These designations are assigned to areas that are considered to have valued landscape character that "appears intact" or "appears slightly altered". For reference, an explanation of the SIO classifications and a summary of the particular SIO classification for each project component area are presented respectively in Tables 1 and 2, in Section 3.1.1.

A detailed evaluation of visual change associated with project transmission line (TL) components is provided in Section 4.3.1 and Table 7 summarizes these visual effects. Figures 4, 6, 7, 11, 14, and 15 Visual Simulations show the project appearance as seen from six KVPs located on CNF lands. A comparison of the existing views and visual simulations from these forest land viewing locations demonstrates that the project transmission line components will not result in a noticeable change in visual contrast with regard to line, form, or color. These simulations also indicate the transmission line components will not cause a perceptible deviation to the intactness of existing landscape character. In addition APM-01 calls for restoring disturbed areas in order to reduce potential visual contrast with the surrounding landscape setting. The use of non reflective conductors and self-weathering rust-colored poles (APMs -03 and -04) will further reduce visual contrast and potential project visibility.

The visual change associated with project distribution line (C) components is also summarized in Table 7 and discussed in detail in Section 4.3.2. The Figure 17 through 23 Visual Simulations portray the project distribution components as seen from eight KVPs located within forest lands. A comparison of the existing views and visual simulations from these CNF viewing locations demonstrates that, at some locations, the project will represent an incremental change that will not noticeably affect visual contrast with respect to line, form, or color of landscape elements. It may be noted that, where the existing distribution line runs through the two CNF Wilderness Areas, the landscape setting does not appear unaltered and therefore does not currently achieve the SIO "Very High" visual management goal. Figure 21 demonstrates that in this area the project replaces existing poles with slightly taller poles of a similar line, form, and color and the resulting effect will not substantially alter the landscape's appearance of intactness. Conversely, at several other locations, the project involves removal of existing distribution structures, and, in these cases, project changes will result in a noticeable improvement to the existing landscape character (refer to Figures 17, 18, 20, and 23 Visual Simulations). The project will improve views and increase the intactness of the landscape setting in these areas. In addition, APM AES-05 calls for aesthetic restoration through recontouring and revegetation in a manner that replicates the color and texture of the surrounding landscape in order to reduce the visual contrast of these areas.

Overall, the project will result in minor, incremental changes that will not affect the intact appearance of the landscape setting within the CNF. As outlined above and with implementation of the APMs described in Section 5, the project-related visual change will be consistent with the USFS visual management goals for the CNF.

Question 4.4a- Scenic Vista Effects - Less-than-Significant Impact

For the purpose of this evaluation, a scenic vista is defined as a distant public view along or through an opening or corridor that is recognized and valued for its scenic quality. By this definition, portions of the project will be visible from four scenic vistas: Cuyamaca Peak, Inaja Memorial Overlook, Lake Henshaw scenic vista, and Los Pinos Mountain Lookout. Table 8 summarizes the locations of scenic vistas, project and visible components at each location. The table also lists representative KVP simulations and additional photographs. As discussed below and summarized in Table 8, the project's effect on two scenic vistas in the area will involve minor incremental change. In the case of Los Pinos Mountain Lookout, the project does not involve any visual change (Photograph 76), and, at Cuyamaca Peak, the project will result in a noticeable improvement to existing views (refer to Figure 18).

Table 8: Summary of Effects on Scenic Vistas

Scenic Vista Location KVP/Viewpoint # (Figure #)	Viewing Distance to Project	Visible Project Component	Aesthetic Effect
Inaja Memorial Overlook KVP 17 & VP 16 (Figure 7; Figure 3, Sheet 8)	Foreground to Background	TL626	Three visible wood poles replaced by somewhat taller poles. Minor incremental change. No view obstruction.
Lake Henshaw Scenic Vista VP 49 (Figure 3, Sheet 25)	Foreground to Background	TL682	Wood poles replaced by somewhat taller poles. Minor incremental change. No view obstruction.
Cuyamaca Peak KVP 63 (Figure 18)	Immediate Foreground to Background	C79	Removal of poles and overhead line seen in foreground. Reduction in visibility of access roads (APM-AES-05). Noticeable view improvement.
Los Pinos Mountain Lookout VP 76 (Figure 3, Sheet 38)	Immediate Foreground to Background	C442	No change to structures. No effect.

The Figure 7: Visual Simulation – Inaja Memorial Trail (KVP17) is a view taken from Inaja Memorial Trail just downhill from the Inaja Memorial Overlook and is reasonably representative of a view of toward the project as seen from near the Inaja Memorial Overlook (Photograph 16). The Overlook and the Trail provide scenic views of the San Diego River valley and mountains beyond. The Figure 7 simulation demonstrates that the project will represent an incremental minor change to existing views from this location, given the presence of existing transmission structures. The project will not obstruct the expansive distant landscape views that are currently available from the Trail Overlook. These effects will not substantially affect the existing visual character or quality of this scenic vista. As a result, any potential impacts to this scenic vista will be less than significant.

Photograph 49, a view looking toward the project from Lake Henshaw Scenic Vista, includes two wood poles along TL682, seen from 0.25 mile away at the base of the hillside. Additional poles are barely discernable in the distance leading out to the east. Existing wood poles will be replaced with reddish-brown, weathered steel poles that are somewhat taller. Like the existing structures, the replacement poles will appear against a landscape backdrop. Given the viewing distance and presence of existing structures and because the color of the new poles will blend in with the landscape backdrop, the project change will not be particularly noticeable from this viewing location, and any potential impacts to this scenic vista will be less than significant.

The view from Cuyamaca Peak encompasses dramatic distant landscape views in almost 360 degrees. The Figure 18: Visual Simulation - Cuyamaca Peak (KVP 63) shows the view to the west from this summit in the Cuyamaca Ranch State Park. On clear sunny days, the view

westward toward USFS-administered lands extends to the Pacific coast. The Figure 18 visual simulation demonstrates the effect of removing existing structures within the alignment where the line will be placed underground. A comparison of the existing view and simulation shows this project-related change will noticeably improve existing visual conditions. APM-AES-05 will further reduce the visibility of abandoned access roads and reduce visual contrast. As a result, no impact to this scenic vista will occur.

Photograph 76, taken from Los Pinos Mountain, shows a panoramic view to the north from a location that receives relatively few visitors. Panoramic views of the surrounding mountains are available from this area, near the fire lookout at the peak. Poles and conductors can be seen running down the mountainside and into the distance. The project does not involve any changes to approximately the first 15 poles (1.6 miles) that are seen from this location. As a result, no impact to this scenic vista will occur.

Question 4.4b– Scenic Resource Damage within a State Scenic Highway- No Impact

None of the project components will be visible from a designated state scenic highway; therefore, the project will not damage scenic resources within a state scenic highway, and no impact will occur.

Portions of the project will be visible from several eligible state scenic highways- Interstate 8, SR-76, SR-78, and SR-79. In addition, part of the project will be visible from historic Old Highway 80; as noted in Section 3.1, this roadway's historic designation does not preclude development (ACR, 2006). Views of some project components will also be available from places along several San Diego County scenic routes including Buckman Springs Road, Japatul Road, Lake Morena Drive, Lyons Valley Road, Oak Drive, and Sunrise Highway. In the case of SR-76, SR-78, and SR-79, these roadways are both County scenic routes as well as eligible state scenic highways. Table 9 Summary of Scenic Roadways lists the various scenic roadways in the project area with their respective designation(s). The table also summarizes which project components are visible, with the potential project-related effects on views from these roadways. As outlined below, if noticeable, the project will generally represent a minor and incremental change that will not substantially affect motorists' views from these roadways. Because any changes will only be minor and incremental, and because none of these roadways are designated as state scenic highways, no impacts to state scenic highways will occur.

Table 9: Summary of Effects on Views from Designated Scenic Roadways

Roadway ***Designation Status***	**Relationship to Project**	**Viewpoint/KVP (Figure #)**	**Visible Project Components**	**Aesthetic Effect**
Buckman Springs Road *County scenic route*	Project crosses and parallels approximately 5 miles of this roadway.	Near KVP 79. VPs 35 & 80 (Figure 23; Figure 3, Sheets 18 and 40)	TL629, TL6923, C449	In some locations, somewhat taller reddish-brown, weathered steel poles will replace existing wood poles, while in others (KVPs 79 and 80), poles will be removed. The visual effect will be minor and incremental.
Japatul Road	Project crosses	KVP 3 and 7,	TL625	Somewhat taller reddish-

County scenic route	and parallels approximately 8.5 miles of this road.	VPs 3 to 9 (Figures 4 and 5; Figure 3, Sheets 2 to 5)		brown, weathered steel poles will replace existing wood poles. The minor, incremental change will not substantially affect roadway views.
Lake Morena Drive *County scenic route*	Project crosses this road near Buckman Springs Road.	VP 57 (Figure 3, Sheet 29)	TL6923, C449	Somewhat taller reddish-brown, weathered steel poles will replace existing wood poles. The minor, incremental change will not substantially affect roadway views.
Lyons Valley Road *County scenic route*	Project is visible from less than 2 miles of this road.	VPs 14 and 66 (Figure 3, Sheets 7 and 33)	TL625 CL157	Wood poles will be replaced with reddish-brown, weathered steel poles, which will be similar in height to existing poles. The visual effect will be minor and not particularly noticeable from the roadway.
Oak Drive *County scenic route*	Project crosses this road near Buckman Springs Road.	N.A. Near VP 35 (Figure 3, Sheet 18)	C449	Somewhat taller reddish-brown, weathered steel poles will replace existing wood poles. The minor, incremental change will not substantially affect roadway views.
Sunrise Highway *County scenic route* *National scenic byway*	Project crosses and parallels this road for approximately 11 miles.	KVPs 68 and 69, VPs 70, 71, and 73 (Figures 20 and 21; Figure 3, Sheets 34 to 37)	TL629, C440	Some C440 poles will be removed along portions of Sunrise Hwy, thus improving roadway views. In other locations, somewhat taller reddish-brown, weathered steel poles will replace existing wood poles, resulting in minor and incremental change.
SR-76 *County scenic route* *Eligible state scenic highway*	Project crosses and parallels this road for approximately 13.5 miles	KVPs 42 and 48, VPs 41, 42, 44, 46, and 47 to 48 (Figures 12 and 14; Figure 3, Sheets 21 to 24)	TL682	Somewhat taller reddish-brown, weathered steel poles will replace existing wood poles. The minor, incremental change will not substantially affect roadway views.
SR-78 *County scenic route* *Eligible state scenic highway*	Project crosses this road in Santa Ysabel and may be noticeable along an approximately	Near KVP 17, VPs 15 and 16 (Figure 7, Figure 3, Sheet 8)	TL626	Somewhat taller reddish-brown, weathered steel poles will replace existing wood poles, resulting minor, incremental change that will not substantially affect roadway views.

	1-mile stretch.			
SR-79 *County scenic route* *Eligible state scenic highway*	Project crosses road twice and parallels an approximately 0.25 mile stretch; it may be noticeable near Cuyamaca Rancho State Park	KVP 27, VP 50 (Figure 9; Figure 3, Sheet 25)	TL629, C79, TL626, TL682, possibly C79	Wood poles will be replaced with somewhat taller reddish-brown, weathered steel poles. The project will not substantially affect the visual character of views from SR79.
Interstate 8 *County scenic route* *Eligible state scenic highway*	Project crosses this roadway twice; may be noticeable along an approximately 9-mile stretch.	KVP 10, VP 31 and 36 (Figure 6; Figure 3, Sheets 16 and 18)	TL625, TL629, C440, C442, C449	Wood poles will be replaced with taller reddish-brown, weathered steel poles. The change may be briefly noticed; however, the incremental effect will not alter existing visual character along the roadway.
Old Highway 80 *State historic highway*	Project crosses and parallels Old Highway 80 for approximately 16 miles.	KVP 28, near KVP 33, VPs 29, 30, 32 to 34 (Figure 10 and 11; Figure 3, Sheets 14 to 17)	TL625, TL629, C440, C449	Somewhat taller reddish-brown, weathered poles will replace existing wood poles. Given the presence of existing utility structures, the project will not substantially affect the visual character of views from this historic highway.

Question 4.4c– Visual Character Degradation

Construction – Less-than-Significant Impact

Construction-related visual impacts will result from the presence of equipment, materials, and work crews along the transmission alignments, temporary staging areas and stringing sites. To varying degrees, construction activity will be noticeable to local residents, motorists, and recreational visitors. Construction activities will take place over an approximately 4-year period, but this will be considerably shorter in duration at any one location. Implementation of project construction is not anticipated to require removal of any trees, and effects on existing vegetation will be limited to tree trimming and some removal of shrubs and desert scrub. In general, the visual effects of vegetation removal will be minor and not noticeable to the public. With implementation of APM-AES-01, which includes revegetation of all disturbed areas, the impact will be less than significant. Minor disturbance of land within and along the project alignments will occur as a result of activity required for removing and replacing poles. In addition minor land disturbance may occur at some of the temporary construction areas that will be established as part of the project construction; these areas will generally be located near or on existing project alignments. A limited degree of visual contrast could occur as a result land disturbance activity such as creation of newly exposed soil areas; however, implementation of APM-AES-01, which calls for all temporary work areas to be restored to pre-construction conditions where possible, will help the disturbed areas blend in with the surrounding landscape setting, thus

reducing visual contrast and potential visibility of these areas. Therefore the potential visual effects will be less than significant.

APM-AES-02 will help ensure that construction activities are kept as inconspicuous as possible and as a result, any visual character degradation resulting from construction of the project will be less than significant.

Operations and Maintenance – Less-than-Significant Impact

The project involves rebuilding 11 existing power lines that are located primarily on undeveloped land in a rural, sparsely populated landscape setting within and around the CNF. Reddish-brown, weathered steel poles will replace the existing wood support structures that are currently located within the project alignments. In the majority of cases, replacement poles will be somewhat taller than the existing structures; however, in several locations the poles will be similar in height to the existing wood structures and at three locations, the project involves rebuilding portions of existing above ground facilities so that they are underground.

Overall, the project will introduce replacement poles and overhead conductors to a landscape in which existing electric utility structures, including power poles and overhead lines, are currently seen by the public. As discussed in the Section 4.3 Visual Change evaluation and as highlighted in this section and subsections below, the project represents a minor incremental visual change to the landscape setting. A set of visual simulations portray the project-related visual change, as seen from 20 key public viewpoints (Figures 4 through 23). A comparison of the KVP existing photographs and accompanying visual simulations demonstrates that the project will not substantially alter the existing visual character of the area. In addition, implementation of APMs AES-01 and AES-03 through AES-06 will minimize potential visual contrast and visibility of the project. Therefore, any impact to the visual character in the project area as a result of the operation and maintenance of the project will be less than significant.

Question 4.4d) New Light or Glare

Construction – Less-than-Significant Impact

Most construction will take place during daylight hours; however, at times some construction along the project alignment may be required or finished at night, and these activities will require lighting for safety. Any required lighting would be limited to an individual work area and would be temporary in nature, however, and as a result any potential impacts would be less than significant.

Operation and Maintenance – No Impact

No new permanent lighting is required for the project. As described in APM-AES-03 and APM-AES-04, non-specular conductors and reddish-brown, weathered steel poles will replace existing components thus potentially reducing glare. As a result, no impact will occur.

5. APPLICANT-PROPOSED MEASURES

The following measures are proposed to ensure any potential impacts to aesthetics are reduced to a less-than-significant level:

The following measure applies to all project components.

- APM-AES-01: Restoration of Disturbed Areas. When Project construction has been completed, all temporary work areas will be restored to pre-construction conditions where possible, in order to reduce potential visual contrast with the surrounding landscape setting.

  APM-AES-02: Construction activities will be kept as clean and inconspicuous as practical. Where practical, construction storage and staging will be screened from close-range residential views with opaque fencing.

- APM-AES-03: Non-specular conductors will be installed for new and replacement conductors along the project alignments in order to minimize the reflectivity and general visibility of new project facilities.

- APM-AES-04: New and replacement poles to be installed along the project alignments will be reddish-brown, weathered steel that will appear similar in color to existing wood power poles seen in the project area and to blend in with the surrounding landscape backdrop.

The following measure applies to C78, 79, 440, and 449 project components.

- APM-AES-05: When project construction has been completed, disturbed areas along the project alignment where poles are removed and not replaced shall be restored to pre-construction conditions where possible, in order to reduce the visual contrast of these areas. This measure applies to abandoned utility access roads as well as structure removal locations.

The following measure applies in a limited number of cases, where relatively unobstructed views of new replacement poles appear prominent from residences located within approximately 250 feet of the project.

- APM-AES-06: In order to reduce potential visibility of new poles as seen from a limited number of residences located within approximately 250 feet, where relatively unobstructed views of the project are seen and the new structures appear prominent, either APM-AES-06A or APM-AES-05B will be implemented.

  APM-AES-06A: SDG&E will consult with property owners regarding careful placement of a specific pole to reduce its visibility with respect to the residential view.

  APM-AES-06B: SDG&E shall consult with residential property owners, regarding potential purchase of several trees and large shrubs for installation at key locations on residential property in order to provide visual screening. The selected plant material will be ecologically appropriate to the local landscape setting (in terms of water usage, horticultural and soil requirements, etc.) and will

be consistent with SDG&E and CPUC requirements for landscaping in proximity to power facilities.

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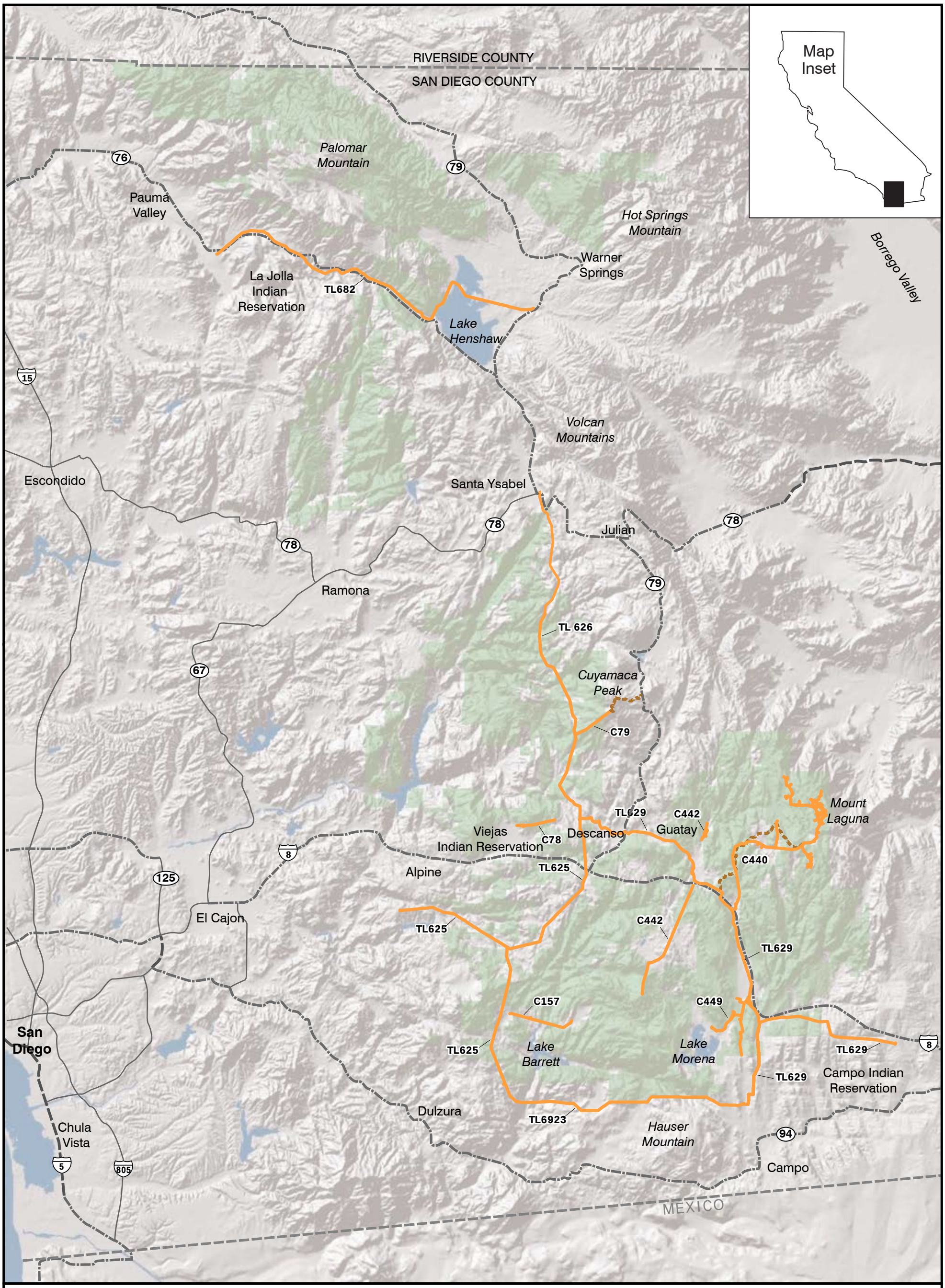

Figure 1: Regional Landscape Setting

CNF ESRP

Proposed Project

- Project Route
- Undergrounding

- Cleveland National Forest (CNF)
- Designated State Scenic Highways
- Eligible State Scenic Highways

ENVIRONMENTAL VISION

Source: ESRI, SDG&E 2011

0 2.5 5 10 Miles

041612

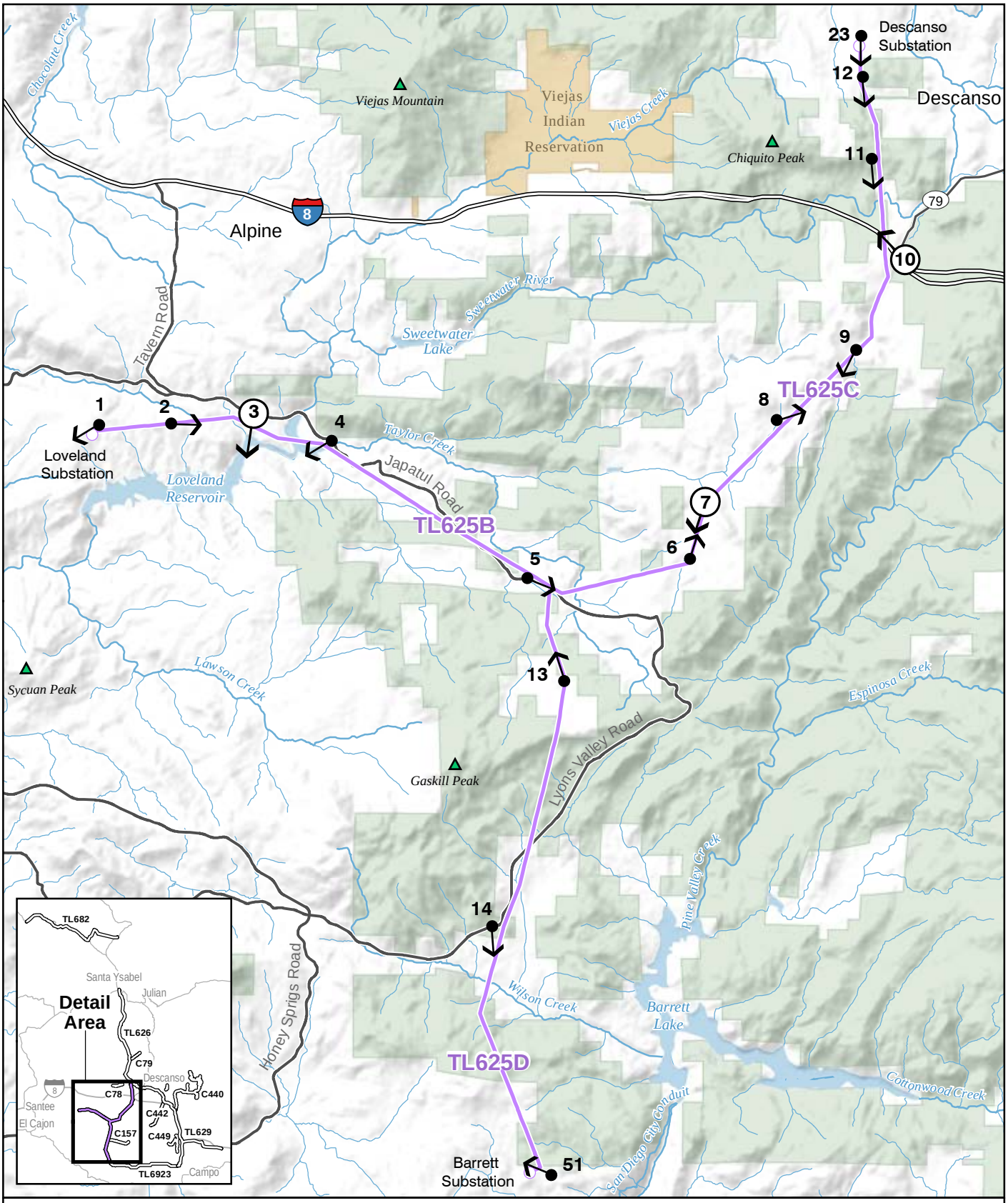

Figure 2: Photograph Viewpoint Locations (TL625 Sheet 1 of 11) **CNF ESRP**

Proposed Project Route
Substation

Land Adminisration
Cleveland National Forest
Bureau of Indian Affairs Land

Interstate
Major Road/ State Highway
Stream
Lake

Photograph Viewpoint
Simulation Viewpoint

ENVIRONMENTAL VISION

Source: SDG&E, 2012; CPAD 1.7, 2011 GreenInfo Network

1 in = 2 miles
0 1 2 Miles

032312

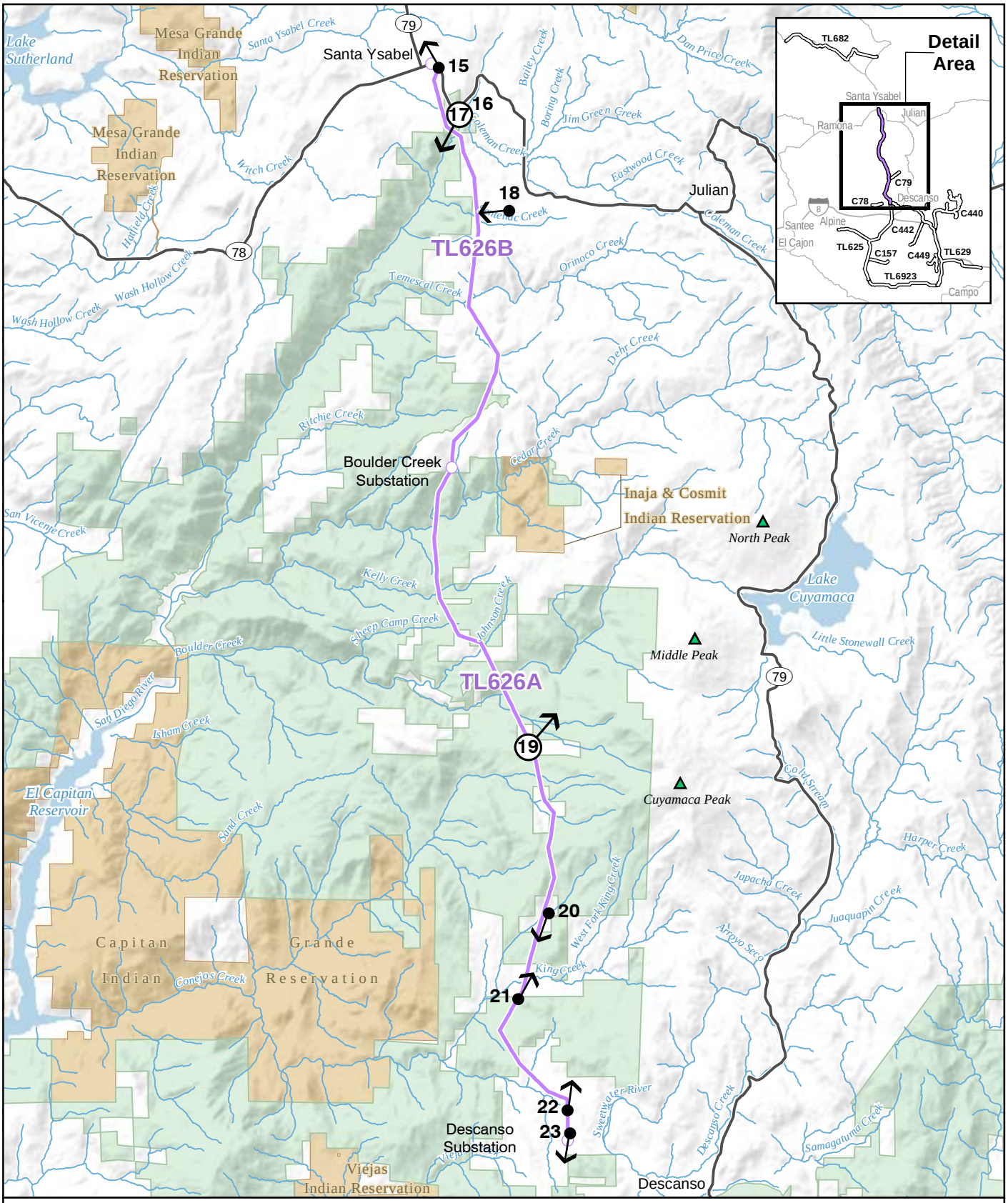

Figure 2: Photograph Viewpoint Locations (TL626 Sheet 2 of 11) **CNF ESRP**

Proposed Project Route

Substation

Land Administration

Cleveland National Forest

Bureau of Indian Affairs Land

State Highway

Stream

Lake

Photograph Viewpoint

19 Simulation Viewpoint

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

ENVIRONMENTAL VISION

Source: SDG&E, 2012; CPAD 1.7, 2011 GreenInfo Network

1 in = 2 miles

0 2 4 Miles

032312

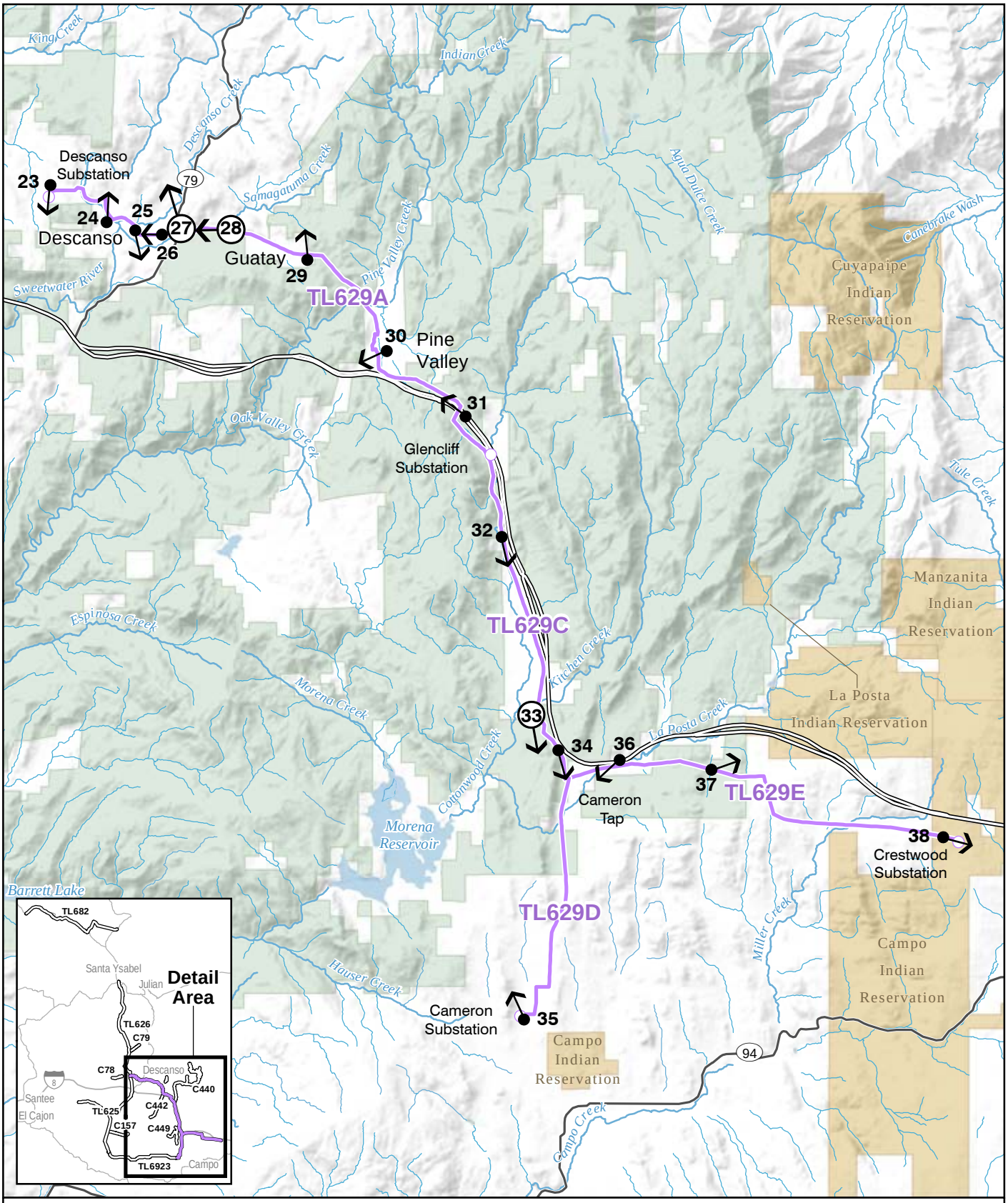

Figure 2: Photograph Viewpoint Locations (TL629 - Sheet 3 of 11) **CNF ESRP**

Proposed Project Route

Substation

Land Administration

Cleveland National Forest

Bureau of Indian Affairs Land

Interstate

Major Road/State Highway

Stream

Lake

Photograph Viewpoint

33 Simulation Viewpoint

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

ENVIRONMENTAL VISION

1 in = 2 miles

0 2 4 Miles

Source: SDG&E, 2012; CPAD 1.7, 2011 GreenInfo Network

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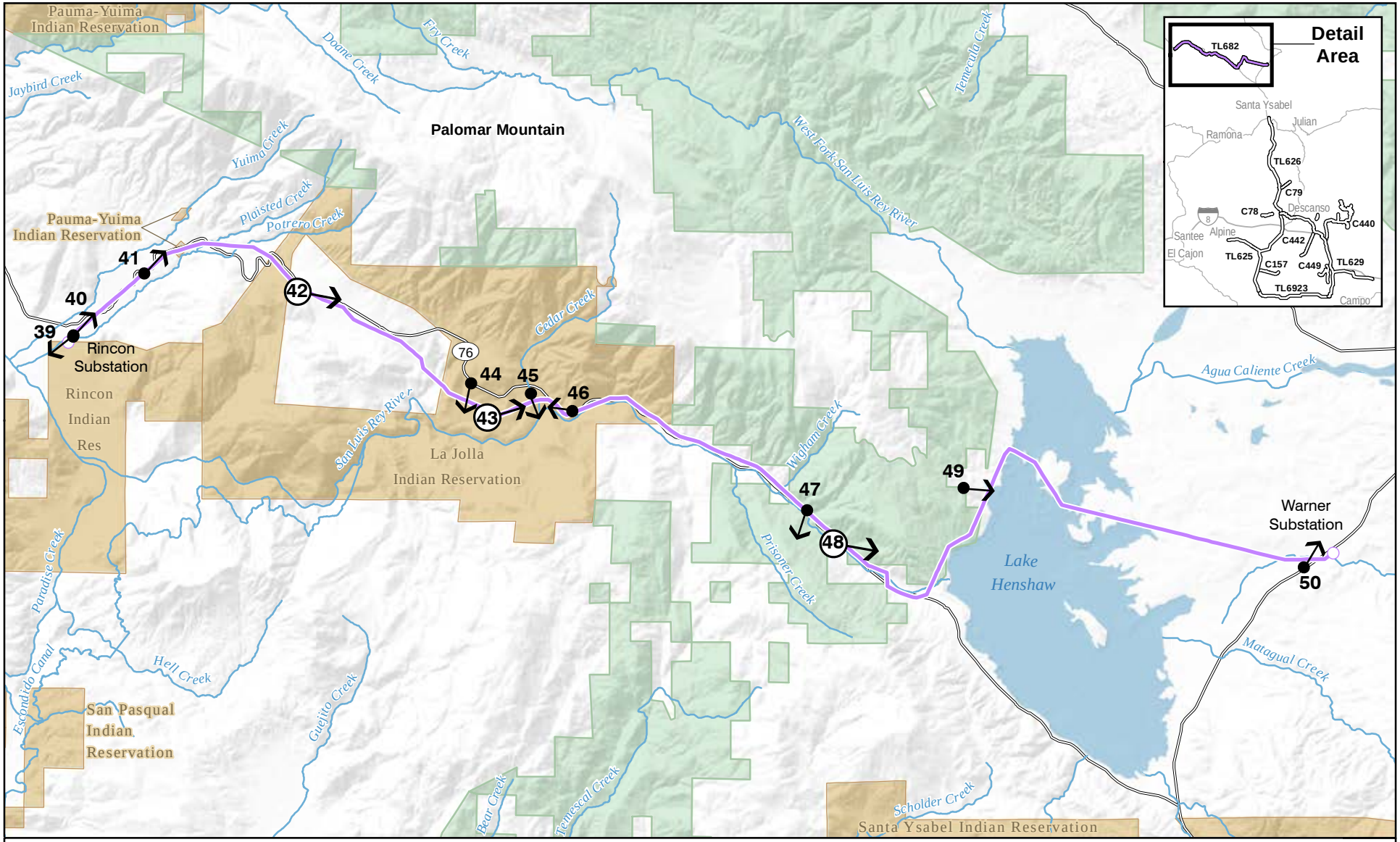

Figure 2: TL682 Photograph Viewpoint Locations (Sheet 4 of 11) **CNF ESRP**

Proposed Project Route

Substation

Land Administration

Cleveland National Forest

Bureau of Indian Affairs Land

State Highway

Stream

Waterway

Photograph Viewpoint

42 Simulation Viewpoint

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

ENVIRONMENTAL VISION

1 in = 2 miles

0 1 2 Miles

Source: SDG&E, 2012; CPAD 1.7, 2011 GreenInfo Network

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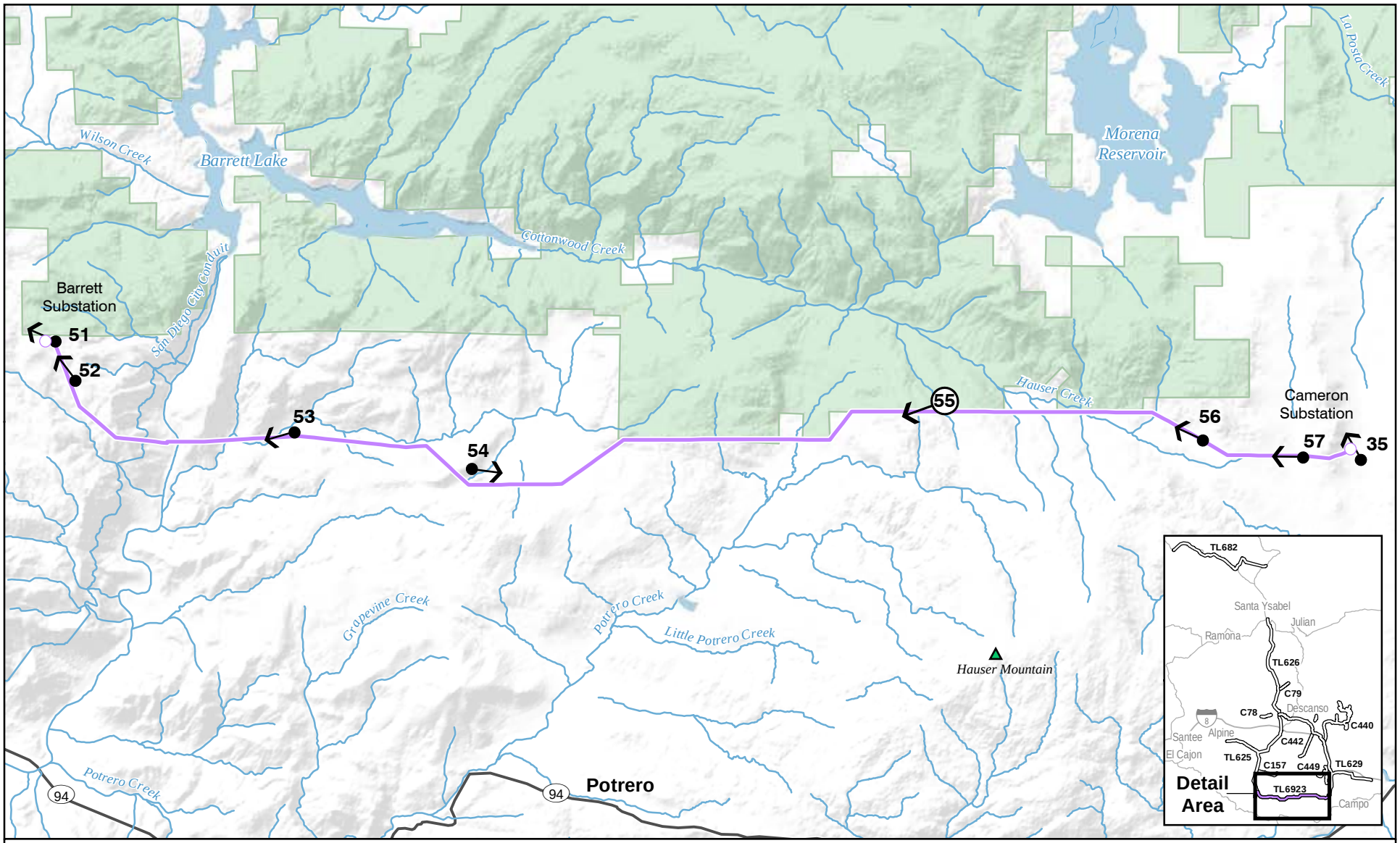

Figure 2: Photograph Viewpoint Locations (TL6923 - Sheet 5 of 11)

CNF ESRP

Proposed Project Route

Substation

Land Administration

Cleveland National Forest

State Highway

Stream

Lake

Photograph Viewpoint

55 Simulation Viewpoint

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

ENVIRONMENTAL VISION

1 inch = 1 miles

0 1 2 Miles

Source: SDG&E, 2012; CPAD 1.7, 2011 GreenInfo Network

041712

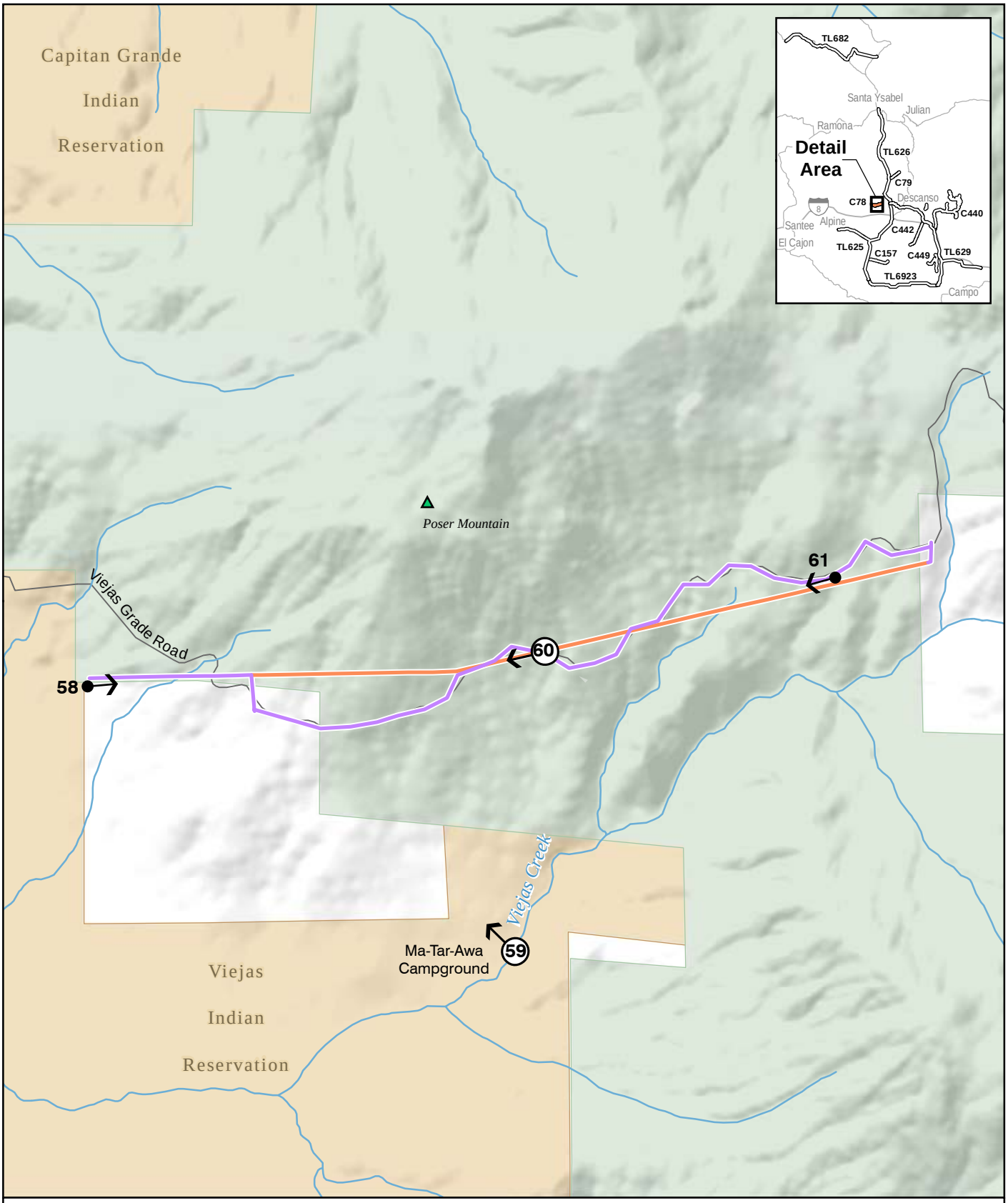

Figure 2: C78 Photograph Viewpoint Locations (Sheet 6 of 11)

CNF ESRP

Proposed Project
- Removal
- Wood-to-Steel Replacement

Land Administration
- United States Forest Service
- Bureau of Indian Affairs

- Road
- Stream
- Photograph Viewpoint
- 60 Simulation Viewpoint

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

ENVIRONMENTAL VISION

1 inch = 1,500 feet

0 Feet 1,500

Source: SDG&E, 2012; CPAD 1.7 GreenInfo Network, 2011

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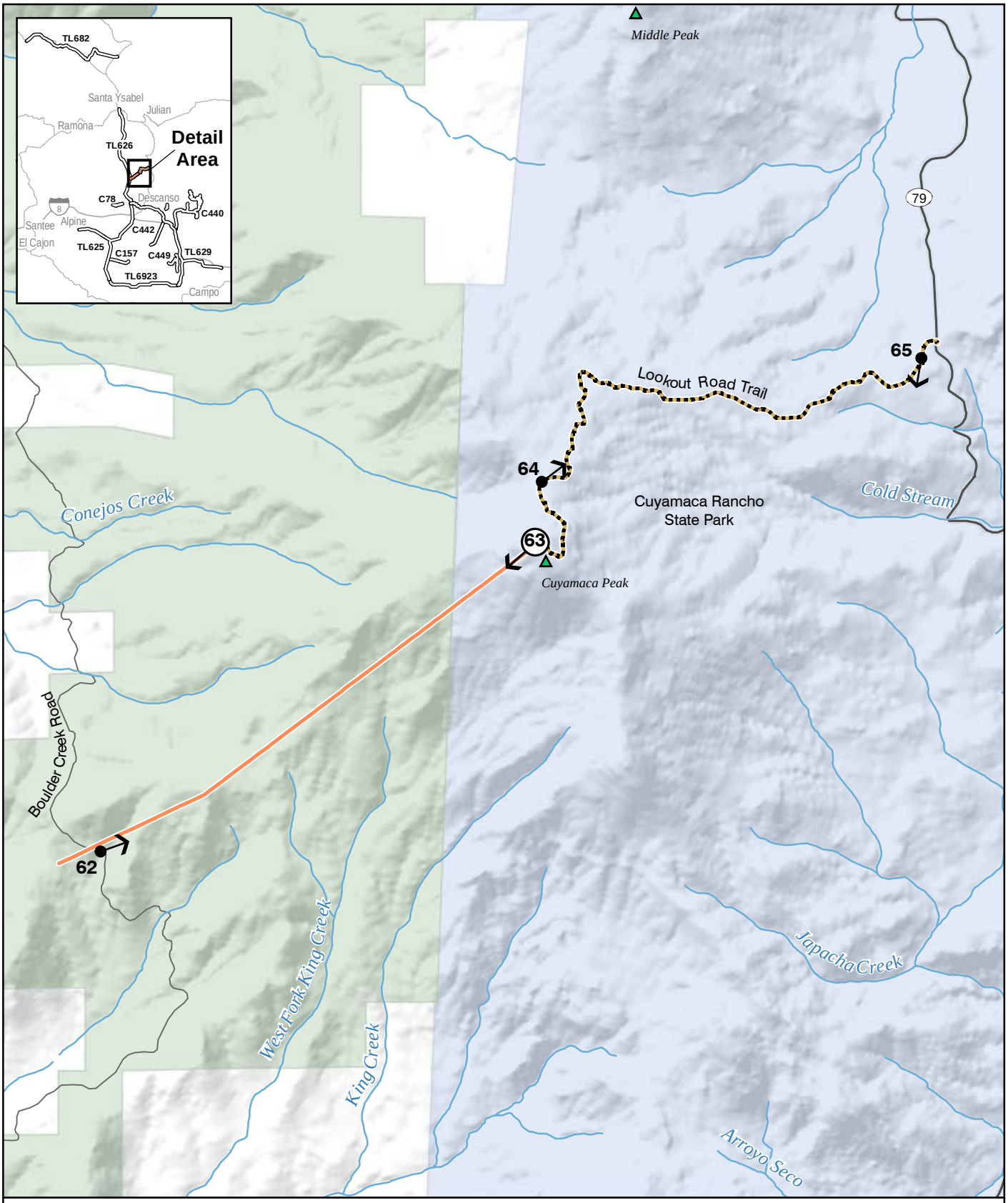

Figure 2: C79 Photograph Viewpoint Locations (Sheet 7 of 11)

CNF ESRP

Proposed Project
- Removal
- Undergrounding

Land Administration
- United States Forest Service
- California Department of Parks and Recreation
- Stream

- State Highway
- Road
- Photograph Viewpoint
- 63 Simulation Viewpoint

ENVIRONMENTAL VISION

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

1 inch = 0.5 mile

0 0.5 Miles

Source: SDG&E, 2012; CPAD 1.7 GreenInfo Network, 2011

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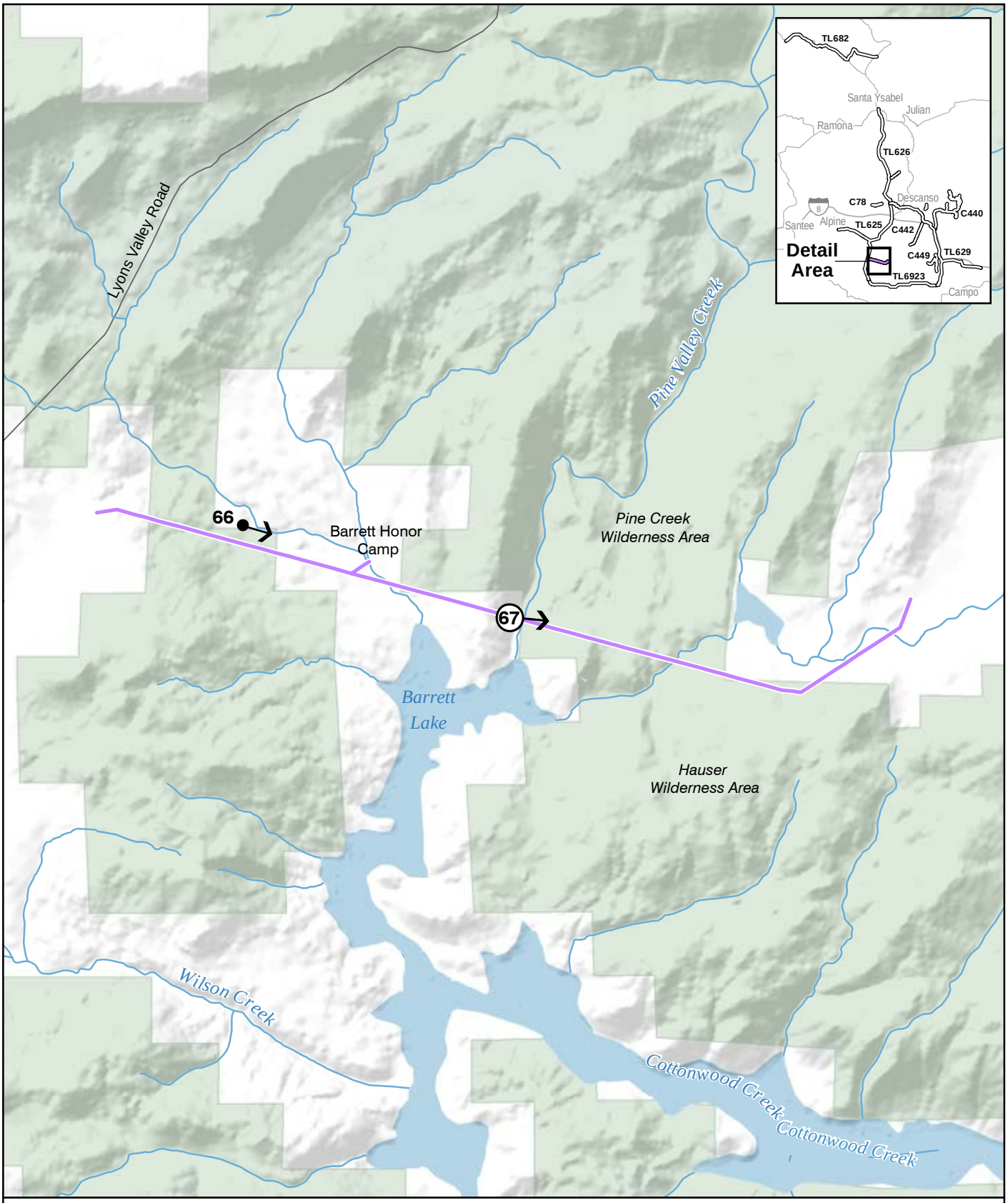

Figure 2: C157 Photograph Viewpoint Locations (Sheet 8 of 11) **CNF ESRP**

Proposed Project
- Wood-to-Steel Replacement

Land Administration
- United States Forest Service

- Photograph Viewpoint
- 67 Simulation Viewpoint

- Road
- Stream
- Lake

ENVIRONMENTAL VISION

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

1 inch = 1 mile

0 0.5 Miles

Source: SDG&E, 2012; CPAD 1.7 GreenInfo Network, 2011

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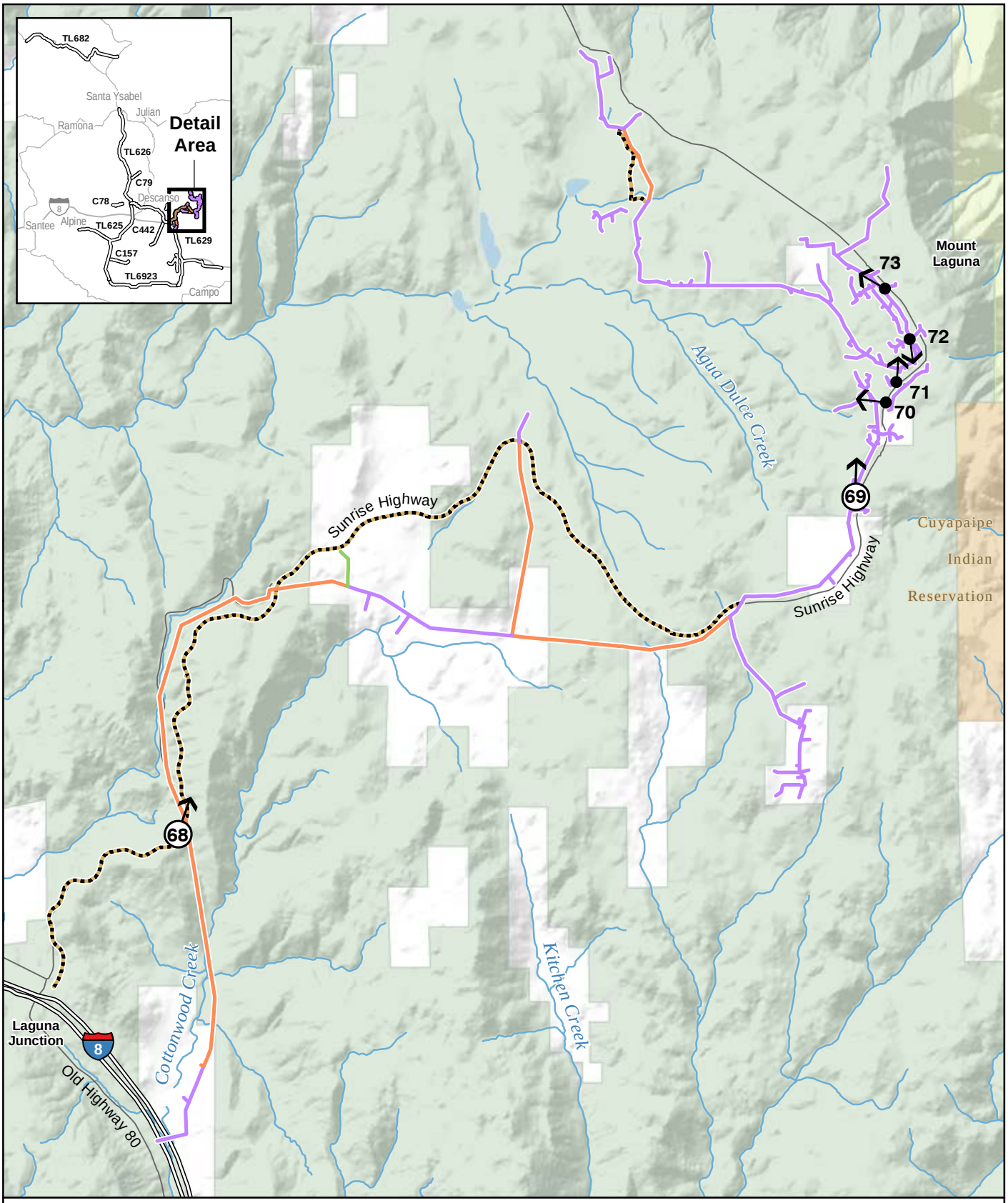

Figure 2: C440 Photograph Viewpoint Locations (Sheet 9 of 11) **CNF ESRP**

Proposed Project
- New Steel
- Removal
- Wood-to-Steel Replacement
- Undergrounding

Land Administration
- United States Forest Service
- Bureau of Land Management
- Bureau of Indian Affairs

- Interstate
- Road
- Stream
- Lake

- Photograph Viewpoint
- 68 Simulation Viewpoint

SDGE A Sempra Energy utility

ENVIRONMENTAL VISION

INSIGNIA ENVIRONMENTAL

1 inch = 1 mile

0 0.5 1 Miles

Source: SDG&E, 2012; CPAD 1.7 GreenInfo Network, 2011

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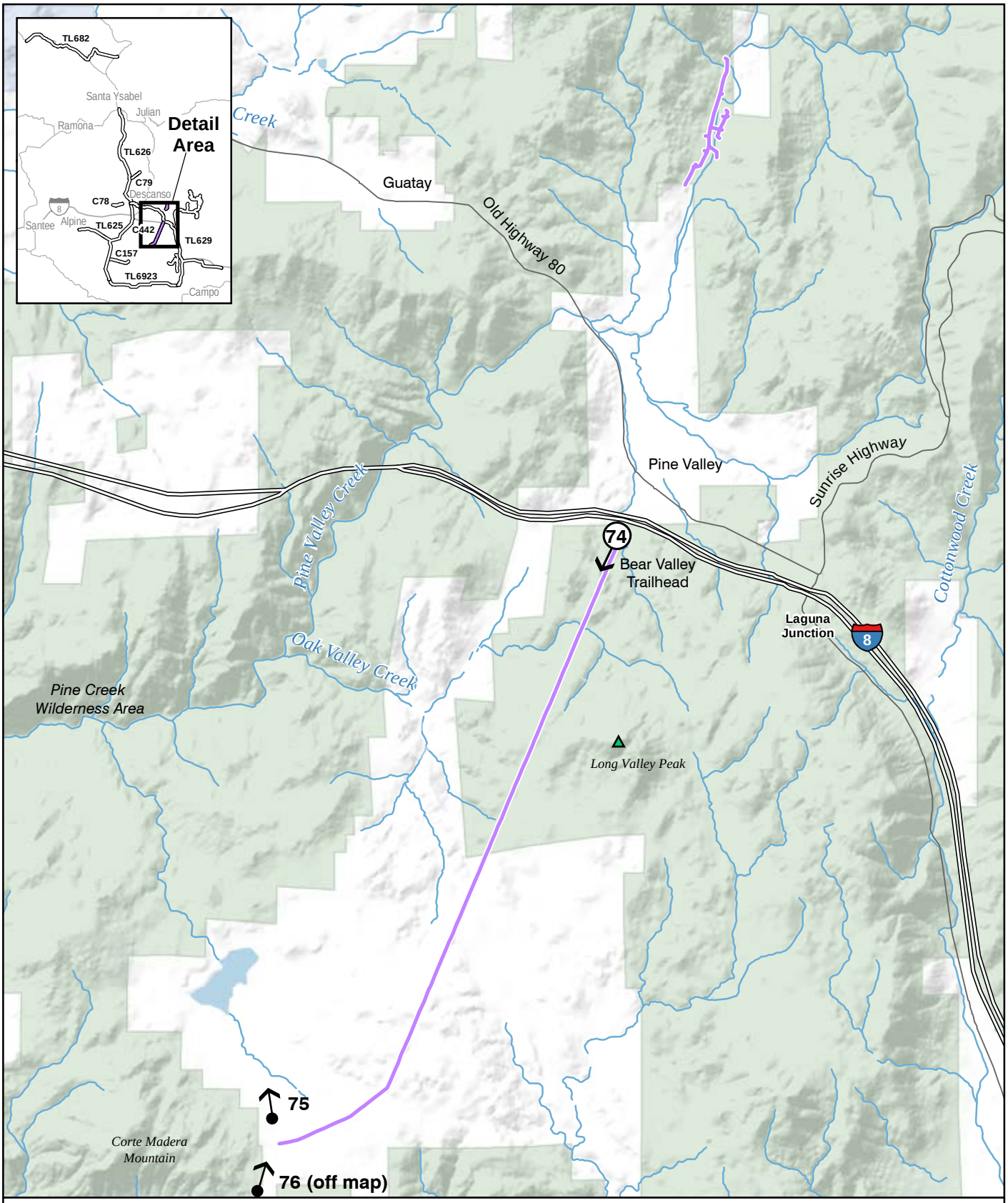

Figure 2: C442 Photograph Viewpoint Locations (Sheet 10 of 11) **CNF ESRP**

Proposed Project
- Wood-to-Steel Replacement

Land Administration
- United States Forest Service

- Photograph Viewpoint
- 74 Simulation Viewpoint

- Interstate
- Road
- Stream
- Lake

ENVIRONMENTAL VISION

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

1 inch = 1 mile

0 0.5 1 Miles

Source: SDG&E, 2012; CPAD 1.7 GreenInfo Network, 2011

032312

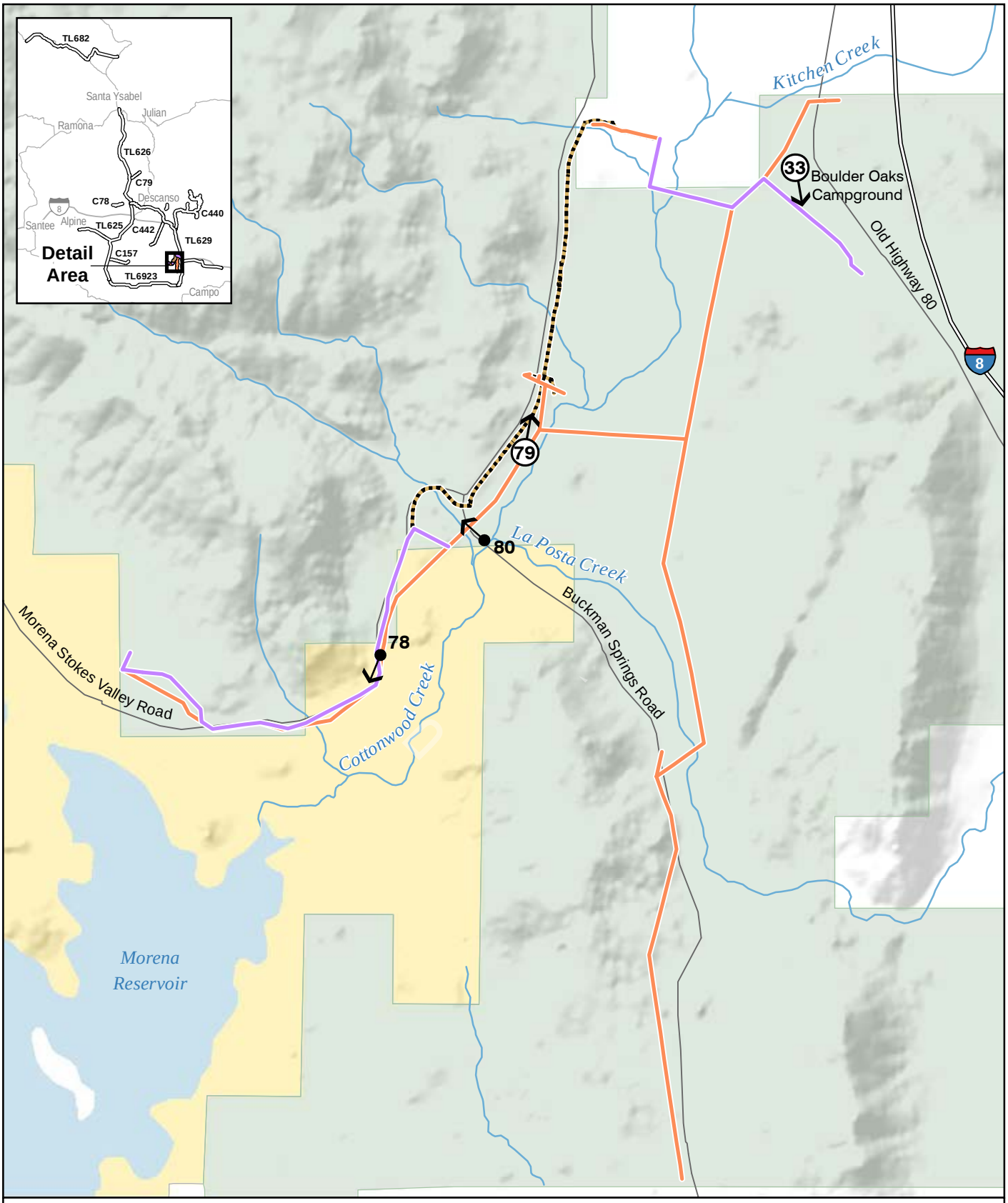

Figure 2: C449 Photograph Viewpoint Locations (Sheet 11 of 11) **CNF ESRP**

Proposed Project
- Removal
- Wood-to-Steel Replacement
- Undergrounding

Land Administration
- United States Forest Service
- San Diego County Department of Parks and Recreation

- Photograph Viewpoint
- 79 Simulation Viewpoint

- Interstate
- Road
- Stream
- Lake

ENVIRONMENTAL VISION

SDGE A Sempra Energy utility

INSIGNIA ENVIRONMENTAL

1 inch = 2,000 feet
0 2,000 Feet

Source: SDG&E, 2012; CPAD 1.7 GreenInfo Network, 2011

032312

Photograph 1. Loveland Substation from Sequan Truck Trail looking southwest (TL625)

Photograph 2. Sequan Truck Trail looking southwest (TL625)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 1 of 40
Cleveland National Forest Electric Safety and Reliability Project

ENVIRONMENTAL VISION
041612

Photograph 3. Loveland Reservoir Trailhead looking south (TL625)*


Photograph 4. Loveland Reservoir from Japatul Road looking west (TL625)

Refer to Figure 2 for viewpoint location
* Simulation View

ENVIRONMENTAL VISION
041612

Figure 3: Representative Photographs Sheet 2 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 5. Japatul Road near Carveacre Road looking east (TL625)

Photograph 6. Japatul Valley Road looking north (TL625)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 3 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 7. Japatul Valley Road looking south (TL625)*

Photograph 8. Japatul Valley Road looking northeast (TL625)

Refer to Figure 2 for viewpoint location
* Simulation View

ENVIRONMENTAL VISION
041612

Figure 3: Representative Photographs Sheet 4 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 9. Japatul Valley Road looking southwest (TL625)

Photograph 10. I-8 westbound looking northwest (TL625)*

Refer to Figure 2 for viewpoint location
* Simulation View

ENVIRONMENTAL VISION
041612

Figure 3: Representative Photographs Sheet 5 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 11. Wildwood Glen Lane looking south (TL625)

Photograph 12. Viejas Grande Road near Oak Grove Drive looking south (TL625)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 6 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 13. Carveacre Road near Eagle Pass Road looking northwest (TL625)

Photograph 14. Lyons Valley Road near Barrett Lake Road looking south (TL625)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 7 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 15. SR-78 near Santa Ysabel looking northwest (TL626)

16. Inaja Memorial Overlook lookout looking south (TL626)

Refer to Figure 2 for viewpoint location
* Simulation View

ENVIRONMENTAL VISION
041612

Figure 3: Representative Photographs Sheet 8 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 17. Inaja Memorial Trail looking southwest (TL626)*

Photograph 18. Daley Flat Road looking west (TL626)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 9 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 19. Boulder Creek Road near Tule Springs Road looking northeast (TL626)*

Photograph 20. Boulder Creek Road looking south (TL626)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 10 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 21. Boulder Creek Road looking north (TL626)

Photograph 22. Boulder Creek Road at Burrell Way looking north (TL626)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 11 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 23. Boulder Creek Road at Oak Grove Drive looking south to Descanso Substation (TL626, TL625 and TL629)

Photograph 24. Viejas Boulevard at River Drive looking north at Descanso Elementary School (TL629)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 12 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 25. Viejas Boulevard looking south (TL629)

Photograph 26. Viejas Boulevard near Manzanita Lane looking west (TL629)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 13 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 27. SR-79 at Viejas Boulevard looking north (TL629)*


Photograph 28. Old Highway 80 near Prut Road looking west (TL629) *

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 14 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 29. Guatay View Lane near Old Highway 80 in Guatay community looking north (TL629)

Photograph 30. Old Highway 80 in Pine Valley looking southwest (TL629)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 15 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 31. I-8 westbound looking northwest (TL629)

Photograph 32. Old Highway 80 near Buckman Springs Road looking south (TL629)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 16 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 33. Boulder Oaks Campground looking south (TL629 and C449)*

Photograph 34. Old Highway 80 near Kitchen Creek Road looking south (TL629)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 17 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 35. Buckman Springs Road near Cameron Substation looking north (TL629)

Photograph 36. I-8 near Kitchen Creek Road looking southwest (TL629)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 18 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 37. La Posta Road looking east (TL629)

Photograph 38. Crestwood Road near Golden Acorn Casino looking east (TL629)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 19 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 39. County Highway S6 near Rincon Substation looking southwest (TL682)

Photograph 40. County Highway S6 looking northeast (TL682)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 20 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 41. SR-76 near Rincon Ranch Road looking northeast (TL682)

Photograph 42. SR-76 near Palomar Mountain Road looking east (TL682)*

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 21 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 43. La Jolla Indian Reservation looking east (TL682)*

Photograph 44. La Jolla Indian Reservation from SR-76 looking south (TL682)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 22 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 45. Road into campground looking southeast (TL682)

Photograph 46. SR-76 at overcrossing looking west (TL682)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 23 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 47. San Luis Rey Picnic Grounds looking south (TL682)

Photograph 48. SR-76 near San Luis Rey Picnic Grounds looking east (TL682)*

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 24 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 49. Lake Henshaw Scenic Vista looking east (TL682)

Photograph 50. SR-79 near Warner Substation looking north (TL682)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 25 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 51. Barrett Substation - aerial view looking northwest (TL6923 and TL625)

Photograph 52. Deerhorn Valley near Barrett Substation - aerial view looking northwest (TL6923)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 26 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 53. McAlmond Canyon - aerial view looking southwest (TL6923)

Photograph 54. Round Potrero Road looking east (TL6923)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 27 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 55. Hauser Mountain near Pacific Crest Trail - aerial view looking southwest (TL6923)*

Photograph 56. Hauser Creek Road looking southwest (TL6923)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 28 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 57. Lake Morena Drive looking west (TL6923)

Photograph 58. Western end of line on Viejas Indian Reservation looking east (C78)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 29 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 59. Campground in Viejas Indian Reservation looking north (C78)*

Photograph 60. Viejas Grade Road looking west (C78)*

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 30 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 61. Viejas Grade Road near the eastern end of the line looking west (C78)

Photograph 62. Boulder Creek Road looking east (C79)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 31 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 63. Cuyamaca Peak looking west (C79)*

Photograph 64. Lookout Road Trail looking east toward Cuyamaca Reservoir (C79)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 32 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 65. Picnic area on Lookout Road Trail looking south (C79)

Photograph 66. Skye Valley Road looking east (C157)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 33 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 67. Skye Valley Road at crossing of Barrett Lake (Pine Creek) looking east (C157)*

Photograph 68. Sunrise Highway looking north (C440)*

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 34 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 69. USFS Volunteer Activity Center near Sunrise Highway looking north (C440)*

Photograph 70. Sunrise Highway near El Centro Terrace looking west (C440)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 35 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 71. Sunrise Highway at Kwaaymii Trail looking north (C440)


Photograph 72. Boiling Springs Cabins looking south (C440)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 36 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 73. Sunrise Highway near Mountain Peak Road looking west (C440)

Photograph 74. Bear Valley Trailhead looking south (C442)*

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 37 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 75. Corte Madera Valley - Los Pinos Road near Corte Madera Road looking north (C442)

Photograph 76. Los Pinos Mountain looking north (C442)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 38 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 77. Los Pinos Mountain Lookout looking northwest (C442)

Photograph 78. Morena Stokes Valley Road looking west (C449)

Refer to Figure 2 for viewpoint location

Figure 3: Representative Photographs Sheet 39 of 40
Cleveland National Forest Electric Safety and Reliability Project

Photograph 79. Pacific Crest Trail looking north (C449)*

Photograph 80. Buckman Springs Road at Cottonwood Creek Bridge looking west (C449)

Refer to Figure 2 for viewpoint location
* Simulation View

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Figure 3: Representative Photographs Sheet 40 of 40
Cleveland National Forest Electric Safety and Reliability Project

Existing view from Loveland Reservoir Trailhead looking south (KVP 3)

Visual simulation of the project (TL625)

Refer to Figure 2 for viewpoint location

Figure 4
Visual Simulation - Loveland Reservoir Trailhead (KVP 3)
CNF ESRP

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Existing view from Japatul Valley Road looking south (KVP 7)

Visual simulation of the project (TL625)

Refer to Figure 2 for viewpoint location

Figure 5
Visual Simulation - Japatul Valley Road (KVP 7)
CNF ESRP

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Existing view from I-8 westbound looking northwest (KVP 10)

Visual simulation of the project (TL625)

Refer to Figure 2 for viewpoint location

Figure 6
Visual Simulation - I-8 Westbound (KVP 10)
CNF ESRP

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Existing view from Inaja Memorial Trail looking southwest (KVP 17)

Visual simulation of the project (TL626)

Refer to Figure 2 for viewpoint location

Figure 7
Visual Simulation - Inaja Memorial Trail (KVP 17)
CNF ESRP

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Existing view from Boulder Creek Road near Tule Springs Road (KVP 19)

Visual simulation of the project (TL626)

Refer to Figure 2 for viewpoint location

Figure 8
Visual Simulation - Boulder Creek Road near Tule Springs Road (KVP 19)
CNF ESRP

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Existing view from SR 79 at Viejas Boulevard looking north (KVP 27)

Visual simulation of the project (TL629)

Refer to Figure 2 for viewpoint location

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Figure 9
Visual Simulation - SR 79 at Viejas Boulevard (KVP 27)
CNF ESRP

Existing view from Old Highway 80 near Prut Road looking west (KVP 28)

Visual simulation of the project (TL629)

Refer to Figure 2 for viewpoint location

Figure 10
Visual Simulation - Old Highway 80 near Prut Road (KVP 28)
CNF ESRP

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Existing view from Boulder Oaks Campground looking northwest (KVP 33)

Visual simulation of the project (TL629 and C449)

Refer to Figure 2 for viewpoint location

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Figure 11
Visual Simulation - Boulder Oaks Campground (KVP 33)
CNF ESRP

Existing view from SR 76 near Palomar Mountain Road looking east (KVP 42)

Visual simulation of the project (TL682)

Refer to Figure 2 for viewpoint location

Figure 12
Visual Simulation - SR 76 near Palomar Mountain Road (KVP 42)
CNF ESRP

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Existing view from La Jolla Indian Reservation looking east (KVP 43)

Visual simulation of the project (TL682)

Refer to Figure 2 for viewpoint location

Figure 13
Visual Simulation - La Jolla Indian Reservation (KVP 43)
CNF ESRP

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Existing view from SR 76 near San Luis Rey Picnic Grounds looking east (KVP 48)

Visual simulation of the project (TL682)

Refer to Figure 2 for viewpoint location

Figure 14
Visual Simulation - SR 76 near San Luis Rey Picnic Grounds (KVP 48)
CNF ESRP

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Existing view from Hauser Mountain near Pacific Crest Trail (KVP 55)

Visual simulation of the project (TL6923)

Refer to Figure 2 for viewpoint location

Figure 15
Visual Simulation - Hauser Mountain near Pacific Crest Trail (KVP 55)
CNF ESRP

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Existing view from Campground in Viejas Indian Reservation looking north (KVP 59)

Visual simulation of the project (C78)

Refer to Figure 2 for viewpoint location

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Figure 16
Visual Simulation - Campground in Viejas Indian Reservation (KVP 59)
CNF ESRP

Existing view from Viejas Grade Road looking west (KVP 60)

Visual simulation of the project (C78)

Refer to Figure 2 for viewpoint location

Figure 17
Visual Simulation - Viejas Grade Road (KVP 60)
CNF ESRP

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Existing view from Cuyamaca Peak looking west (KVP 63)

Visual Simulation of the project (C79)

Refer to Figure 2 for viewpoint location

Figure 18
Visual Simulation - Cuyamaca Peak (KVP 63)
CNF ESRP

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Existing view from Skye Valley Road at crossing of Barrett Lake (Pine Creek) looking east (KVP 67)

Visual simulation of the project (C157)

Refer to Figure 2 for viewpoint location

Figure 19
Visual Simulation - Skye Valley Road at crossing of Barrett Lake (Pine Creek) (KVP 67)
CNF ESRP

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Existing view from Sunrise Highway looking north (KVP 68)

Visual simulation of the project (C440)

Refer to Figure 2 for viewpoint location

Figure 20
Visual Simulation - Sunrise Highway (KVP 68)
CNF ESRP

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Existing view from USFS Volunteer Activity Center near Sunrise Highway looking north (KVP 69)

Visual simulation of the project (C440)

Refer to Figure 2 for viewpoint location

Figure 21
Visual Simulation - USFS Volunteer Activity Center near Sunrise Highway (KVP 69)
CNF ESRP

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Existing view from Bear Valley Trailhead looking south (KVP 74)

Visual simulation of the project (C442)

Refer to Figure 2 for viewpoint location

Figure 22
Visual Simulation - Bear Valley Trailhead (KVP 74)
CNF ESRP

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Existing view from Pacific Crest Trail looking north (KVP 79)

Visual simulation of the project (C449)

Refer to Figure 2 for viewpoint location

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Figure 23
Visual Simulation - Pacific Crest Trail (KVP 79)
CNF ESRP

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
BLM South Coast Resource Management Plan		
San Diego County Management Area: Land Use Allocations 14. Management actions will conform to VRM Class 2 objectives within ACECs and VRM Class 3 objectives in other areas (Part 2, p. 21). VRM Class 3 objective is "to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate." (Appendix H, p. 133).	Yes	Portions of TL625, TL629, and TL6923 lie on BLM land designated as Class 3. Given that the project involves upgrading existing transmission and distribution lines, the level of change will be minor and will not be affect the VRM objectives.
Scenic River Areas: Management Standards for Scenic River Areas i. Rights-of-Way – New transmission lines, natural gas lines, water lines, etc., are discouraged unless specifically prohibited outright by other plans, orders of laws. Where no reasonable alternative exists, additional or new facilities should be restricted to existing rights-of-way. Where new rights-of-way are unavoidable, locations and construction techniques will be selected to minimize adverse effects on scenic river area related values and fully evaluated during the site selection process (p. 120-121).	Yes	San Luis Rey River, which the TL682 line passes near, was eliminated from consideration as a scenic river as it was not considered scenic on the portions of BLM land through which it passed.
National Scenic Byways Program		
As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's scenic byway program (p. 26762).	Yes	TL629 crosses the Sunrise Highway. No new signs are proposed as part of the project.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
U.S.D.A. Forest Service: Part 2 Cleveland National Forest Land Management Plan (2005)		
Wild and Scenic Rivers Eligible rivers include: • Cottonwood Creek • San Luis Rey River (Main) • San Mateo Creek All existing facilities, management actions, and approved uses will be allowed to continue in eligible river corridors until a decision is made on inclusion into the National Wild and Scenic River System, provided these facilities, actions, and uses do not interfere with the protection and enhancement of the river's outstandingly remarkable values. Proposed new facilities, management actions, or uses on National Forest System lands are not allowed if they have the potential to affect the eligibility or potential classification of the river segment. (p. 11)		TL682 parallels San Luis Rey River. TL629 and C449 parallel the Cottonwood Creek corridor. The project proposes undergrounding the C449 line around Cottonwood Creek. Minor modifications proposed to the other existing lines will not substantially affect view from these riparian corridors.
CNF S5: Consolidate major transportation and utility corridors by co-locating facilities and/or expanding existing corridors. (p. 69)	Yes	All work conducted as part of the project will be conducted within or through expansion of existing utility corridors.
CNF S6: Place new power lines (33 kV or less), telephone lines, and television cables underground wherever possible. (p. 69)	Yes	C79, the only new power line that is part of the project, will be placed underground and will remove an existing distribution line on forest service land.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
CNF S12: Pacific Crest National Scenic Trail – Protect scenic values in accordance with adopted scenic integrity objectives. Protect foreground views from the footpath as well as designated viewpoints. Where practicable avoid establishing unconforming land uses within the viewshed of the trail (Morena, Laguna, Aguanga Places) (p. 69).	Yes	Portions of the proposed project located in the vicinity of Pacific Crest National Scenic Trail are TL629, C440, and C449. Actions performed on these lines include wood-to-steel pole conversion, potential undergrounding and line removal, and single-to-double circuit upgrades. Views from the Pacific Crest National Scenic Trail will not be substantially affected as a result of these actions. The C449 will be undergrounded adjacent to the Pacific Crest Trail, as simulation Figure 23 demonstrates, substantially improving the area's scenic qualities. Simulation Figure 15, near Hauser Mountain, shows the project change visible from the trail will be minor and not particularly noticeable.
LM 1 - Landscape Aesthetics Manage landscapes and built elements in order to achieve scenic integrity objectives: • Use the best environmental design practices to harmonize changes in the landscape and to advance environmentally sustainable design solutions (p.105).	Yes	In most locations, the project replaces existing utility poles and lines with structures of a similar form and color and will not substantially affect views in the forest. In some cases, where lines are removed or undergrounded, the project will improve the scenic character.
LM 2 - Landscape Restoration Restore landscapes to reduce visual effects of management activities and nonconforming features. • Prioritize landscape restoration activities in key places (Aguanga, Elsinore, Laguna, Morena, Palomar Mountain, Pine Creek, San Dieguito/Black Mountain, San Mateo, Silverado, Sweetwater, and Upper San Diego River). Integrate restoration activities with other resource restoration (p.105).	Yes	Per APM-01, all land disturbed by project construction activities will be returned to its original condition through regrading and revegetation.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
LM 3 - Landscape Character Maintain the character of National Forest System lands in order to preserve their intact nature, valued attributes, and open space. • Maintain the integrity of the expansive, unencumbered landscapes and traditional cultural features that provide the distinctive character of places. • Plan, design, and improve infrastructure along scenic travel routes to meet scenic integrity objectives (p.105).	Yes	The project modifies existing utility lines and does not introduce new utility structures into landscapes in which they did not previously exist. As demonstrated in the simulations, the project change will be minor and not substantially affect the visual character of forest service land. In some cases (Figure 18 from Cuyamaca Peak, Figure 20 from Sunrise Highway, and Figure 23 from the Pacific Crest Trail), the project will improve the visual character of areas in the forest service as it will remove or underground utility lines.
U.S.D.A. Forest Service: Part 3 Design Criteria for the Southern California National Forests (2005)		
Aesthetic Management Standards S9: Design management activities to meet the Scenic Integrity Objectives (SIOs) shown on the Scenic Integrity Objectives Map. S10: Scenic Integrity Objectives will be met with the following exceptions: • Minor adjustments not to exceed a drop of one SIO level is allowable with the Forest Supervisor's approval. • Temporary drops of more than one SIO level may be made during and immediately following project implementation providing they do not exceed three years in duration. (p. 6)	Yes	As shown in the simulation figures and discussed in Section 4, the project involves upgrading existing utility lines and generally proposes minor changes to the landscape setting of forest service lands. In some cases, such as shown in Figures 18, 20, and 23, , the project will result in substantial improvement in scenic resources. Most areas through which the project passes have an SIO of High. C157 passes through Hauser Mountain and Pine Creek Wilderness, areas that have an SIO of Very High. TL6923 passes near the Hauser Mountain Wilderness. Table 2 includes a summary of SIO ratings for CNF along each of the lines.
State of California Department of Transportation: Scenic Highways Program		
Interstate 8, SR 76, 79, are Eligible State Scenic Highways	Yes	The project does not cross nor is it visible from any Designated State Scenic Highways.
California Department of Parks and Recreation: 2002 State Park System Plan		
Does not contain provisions regarding visual resources.	Yes	N.A.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
California Department of Parks and Recreation: Cuyamaca Rancho State Park General Plan		
Resources Element: Facilities, particularly roads and utility lines, which necessitate disturbance of the soil mantle shall be excluded from meadows. Underground utility lines shall be placed next to roads (p. 24).	Yes	None the project is located in meadows within Cuyamaca Rancho State Park. The portion of the project to be undergrounded within the park—C79—will follow Lookout Road.
Resources Element: A goal of the department shall be to have all overhead utility lines serving park facilities placed underground. Because of the impact of underground trenching on park resources, trenches shall be located as close to existing roads as possible, and in locations where the least environmental damage will result (p. 30).	Yes	An approximately 2.8-mile segment of C79 from State Route 79 to Cuyamaca Peak is located within Cuyamaca Rancho State Park. This portion of C79 is proposed to be undergrounded and will follow Lookout Road.
Resources Element: It is desirable that all overhead utility lines not serving necessary park facilities be rerouted around the park (p. 30).	Yes	The only portion of the project to be located within Cuyamaca Rancho State Park runs from State Route 79 to Cuyamaca Peak and serves Cuyamaca Fire Station and Paso Picacho Campground.
Resources Element: The summit area on Cuyamaca Peak shall be restored to a natural appearance. All non-historical structures and communications equipment shall be removed.(p. 30)	Yes	No communications equipment will be installed on Cuyamaca Peak as part of the project. The existing portion of the C79 line on the western side of Cuyamaca Peak consists of distribution poles that are part of C79, which will be converted from wood to steel. The current appearance of Cuyamaca Peak will not be altered through this wood-to-steel conversion. The portion of C79 traveling down the eastern side of Cuyamaca Peak will be undergrounded which will contribute to the natural appearance of the project area.
Environmental Impact Element: Mitigation Measure 2. New utility lines, where they could be visual intrusions, will be installed underground next to roads, if possible (p. 76).	Yes.	The new distribution line on the east side of Cuyamaca Peak will be undergrounded and located next to Lookout Road.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
San Diego County General Plan Land Use Element (2010)		
LU-12.4 Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts; for Mobility Element roads identified in Table M-4, an LOS D or better may not be achieved.	Yes.	The project proposes modifications to existing transmission and distribution lines and does not add new utility routes to the landscape setting.
San Diego County General Plan Conservation and Open Space Element (2010)		
Figure C-5 designates County Scenic Routes. *GOAL COS-11* Preservation of Scenic Resources. Preservation of scenic resources, including vistas of important natural and unique features, where visual impacts of development are minimized. *Policies* COS-11.1 Protection of Scenic Resources. Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes (p. 5-29).	Yes	San Diego County Scenic Routes which the project crosses or is visible from include Buckman Springs Road, Japatul Road, Lake Morena Drive, Lyons Valley Road, Oak Drive, the Sunrise Highway, SR 76, SR78 SR 79, and Interstate 8. As discussed in Section 3.1-3 Impacts and demonstrated in the simulation figures, the project will not substantially affect views from these corridors. In some cases, as in the Sunrise Highway (Simulation Figure 20), the project will improve views from this highway. Tables 3.1-6 and 3.1-7 and related discussions specifically address scenic vistas and scenic corridors.
COS-11.7 Underground Utilities. Require new development to place utilities underground and encourage "undergrounding" in existing development to maintain viewsheds, reduce hazards associated with hanging lines and utility poles, and to keep pace with current and future technologies (p. 5-30).	Yes.	The project does not propose new utility lines. It modifies existing utility lines, in many cases replacing flammable wood poles with steel structures. In other cases, the project underground utility lines.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
GOAL COS-12 Preservation of Ridgelines and Hillsides. Ridgelines and steep hillsides that are preserved for their character and scenic value. *Policies* COS-12.1 Hillside and Ridgeline Development Density. Protect undeveloped ridgelines and steep hillsides by maintaining semi-rural or rural designations on these areas. COS-12.2 Development Location on Ridges. Require development to preserve the physical features by being located down and away from ridgelines so that structures are not silhouetted against the sky (p. 5-30).	Yes	The project does not propose a new development along a ridgeline or hillside. In some locations, the project will modify existing utility lines on hillsides or ridgelines; however as demonstrated in the Figure 4 through 23 simulations, these modifications will result in a minor, incremental change in the views of these topographic features.
GOAL COS-13 Dark Skies. Preserved dark skies that contribute to rural character and are necessary for the local observatories. *Policies* COS-13.1 Restrict Light and Glare. Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution. COS-13.2 Palomar and Mount Laguna. Minimize, to the maximum extent feasible, the impact of development on the dark skies surrounding Palomar and Mount Laguna observatories to maintain dark skies which are vital to these two world-class observatories by restricting exterior light sources within the impact areas of the observatories. COS-13.3 Collaboration to Retain Night Skies. Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to retain the quality of night skies by minimizing light pollution (p. 5-30).	Yes	C440 passes Mount Laguna. All of TL682 is within 15 miles of the Palomar Observatory. No lighting is proposed for either of these segments, therefore the project will not affect the quality of night skies from these areas.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
San Diego County Mobility Element		
Figure M-2 delineates regional trails in the county, some of which cross the project. These include the Pacific Crest National Scenic Trail, the California Riding and Hiking Trail, the Coast to Crest Trail, the Trans County Trail. *GOAL M-12* County Trails Program. A safe, scenic, interconnected, and enjoyable non-motorized multi-use trail system developed, managed, and maintained according to the County Trails Program, Regional Trails Plan, and the Community Trails Master Plan.	Yes	TL629, TL6923, C440, and C449 cross the Pacific Crest Trail. Because the project involves upgrading existing utility lines, it will not significantly affect views from this trail. (See the Figure 15 simulation). In some locations, as shown in simulation Figure 23, the project improves views by undergrounding a utility line visible from this trail.
San Diego County General Plan Scenic Highways Element (1986)		
Objective Protect and enhance scenic resources within both rural and urban scenic highway corridors (p. VI-1). Policy: Establish and apply design standards to regulate visual quality of development within scenic highway corridors (p. VI-2).	Yes	Portions of the project cross or parallel County Scenic Routes, SR 76, SR78, SR 79, Japatul Road, Lake Morena Drive, Oak Drive, Lyons Valley Road, Buckman Springs Road, and Interstate 8. The project proposes upgrading an existing utility line, and, as described in Section 4.4, the project's effect on views from these roadways will be minor.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
Alpine Community Plan		
Scenic Highways Element: Policy 2. Support priorities for scenic highway corridors in the Alpine Plan area as follows: Interstate 8, second priority; Lyons Valley Road, third priority; Japatul Road from its intersection with Lyons Valley Road to its intersection with Interstate 8, fourth priority.	Yes	The TL625 line will be visible from less than 2 miles of Lyons Valley Road. Wood poles will be replaced with self-weathering steel poles, which will be somewhat taller than existing poles. The visual effect will be minor and not particularly noticeable. As shown in the Figure 5 simulation, wood poles along Japatul Road will be replaced with taller self-weathering steel poles. The visual effect will be minor and incremental. Near I-8, wood poles will be replaced with taller self-weathering steel poles. The change may be briefly noticed in two roadway crossings and in locations along an approximately 9-mile stretch of the highway. Project change will be incremental and will not significantly affect the visual character of the roadway.
Policy 3. Proposed development within the following scenic view corridors should be done with extreme care to preserve these vistas, i.e., minimize grading, clearing and destruction of natural and topographical features. View corridors are: -- From I-8 toward El Capitan Reservoir; -- East and west views of Viejas Mountain from I-8; and -- From I-8 south along Sweetwater River (p. 27).	Yes	The project will not affect views of El Capitan Reservoir, Viejas Mountain, or Sweetwater River from I-8.
Conservation. Element: Policy 2. Important plant, animal, mineral, water, cultural and aesthetic resources in the Alpine Plan area shall be protected through utilization of the Resource Conservation Area designations and appropriate land usage (p. 35). (Areas shown on p. 45.)	Yes	The project crosses several resource conservation areas in the Alpine Subregion; however, as the project proposes upgrading an existing utility line, it will not substantially affect aesthetic resources in these areas.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
Policy 25. Support standards for strict controls over light pollution to preserve the dark night sky characteristics of Alpine (p. 36).	Yes	No lighting is proposed as part of this project; therefore the project is compatible with dark sky policies.
Central Mountain Subregional Plan		
General, Policy 7: All new and existing electrical utilities, telephone, and cable shall be put underground for safety and a more reliable systems operation whenever feasible and not damaging to the environment.	Yes	The project does not propose a new utility line. Undergrounding is not a feasible alternative throughout the majority of the project; however, the portion of C79 passing through Cuyamaca Ranch State Park will be undergrounded.
Scenic Highway and Visual Resources Policy c: Require development along Interstate 8 to site and design structures and parking areas in a way that does not detract from the scenic vistas viewed by the highway traveler. Wherever possible, structures and parking areas should be integrated into the natural setting to minimize visual impacts. Policy e: All utilities shall be undergrounded whenever feasible unless undergrounding would significantly impact environmental resources (p. 110).	Yes	The project crosses and will be visible Interstate 8; however, it involves upgrading an existing transmission line. As shown in simulation Figure 6, the project will not substantially alter views from this roadway. See Table 6: Summary of Scenic Roadways for an extensive discussion of project visual effects on other scenic roads. It is not feasible to underground the entire project; however the project does underground some existing utility lines. The portion of C79 passing through Cuyamaca Ranch State Park will be undergrounded which will significantly improve the scenic qualities of this area. Additionally, a portion of the C440 route which crosses Sunrise Highway will be undergrounded, thus improving views from this County Scenic Route (Figure 20).
Policy q: Lighting shall be limited to the minimum necessary for safety (p. 113).	Yes	No lighting is proposed as part of this project; therefore it will not affect nighttime views from these roadways.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
Conservation Dark Sky Policy 1. Strictly enforce the County's Light Pollution Ordinance. 2. Lighting shall be strictly limited to what is absolutely necessary for safety. [CPP] 3. The use of technology advances (such as motion sensitive night lighting systems) which will reduce present and future light pollution will be encouraged. [CPP] 4. The impacts of future development upon the dark sky characteristics of the planning area shall be minimized (p. 144).	Yes	No lighting is proposed as part of this project; therefore the project complies with dark sky policies.
34. Development along scenic roads and highways shall be designed so as not to detract from the appearance of open spaces (p. 152).	Yes	See Table 6: Summary of Scenic Roadways for an extensive discussion of project visual effects on scenic roads.
Open Space 10. Discourage construction, installations, conversions, and other types of uses which will prohibit or restrict public access to mountain tops and/or scenic areas, especially those areas that provide scenic panoramic views (p. 160).	Yes	The project involves upgrading existing utility lines and does not propose elements that will restrict public access to mountain tops or scenic areas.
Jamul/Dulzura Subregional Plan		
Land Use, Policy 2f: All utilities should be underground unless unfeasible (p. 6).	Yes	No new power lines will be constructed as part of the proposed project. Undergrounding is being done where feasible.
Conservation Element, Policy 1 Require the preservation of diverse, viable natural habitats and aesthetic resources such as scenic rock outcroppings, ridge tops and mountain peaks (p. 21).	Yes	The project does not substantially affect scenic resources such as scenic rock outcroppings, ridge tops and mountain peaks.
Conservation Element, Policy 6: Standards should be developed for control over light pollution to preserve the dark sky characteristics of Jamul/Dulzura Subregion (p. 22).	Yes	No lighting is proposed as part of this project; therefore the project is compatible with this policy

Appendix A: Policy Consistency Analysis

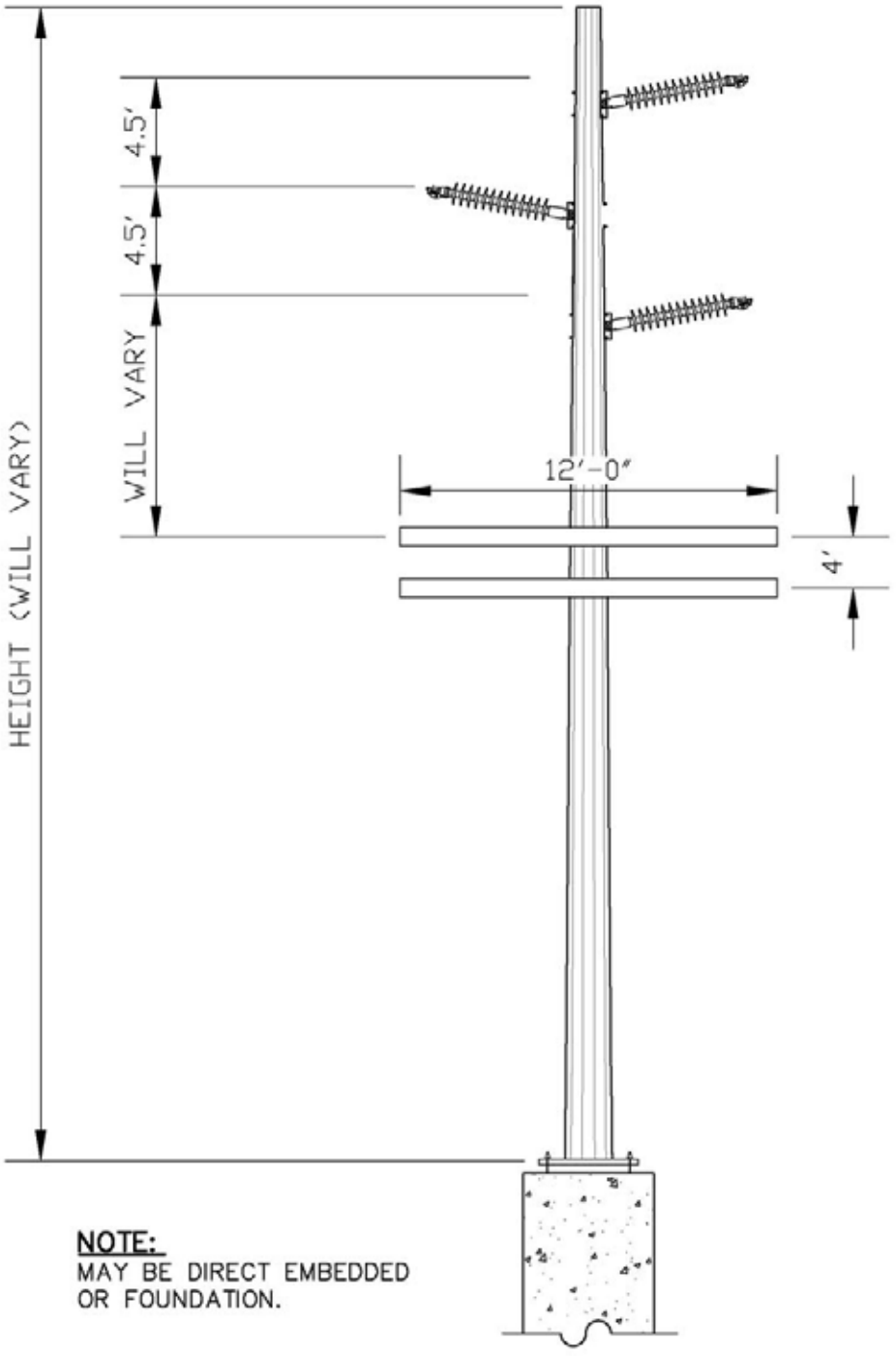
Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
Scenic Highway Element, Policy 1: The scenic highway corridors in the Jamul / Dulzura Subregional Area as designated in the County General Plan Conservation and Open Space Element include are State Route 94; Lyons Valley Road, Skyline Truck Trail, Proctor Valley Road, Honey Springs, and Otay Lakes. In addition to those scenic highway corridors, Lawson Valley Road is a scenic corridor that is also important to the community (p. 23).	Yes	TL625 crosses and follows Lyons Valley Road for approximately 2 miles. Existing wood poles along this route will be replaced with self-weathering steel poles of a similar height. C157 passes within 0.5 mile of Lyons Valley Road and is visible from this roadway. Existing wood poles along this distribution route will be replaced with somewhat taller self-weathering steel poles. The project will have a minor, incremental affect on views from this roadway; therefore it will be compatible with this policy.
Resource Conservation Areas 68. McGinty Mountain - Sequan Creek - Japatul Road - Loveland Drainage - Loveland Reservoir 115. Gaskill Peak - Horse Thief-Pine Valley Creek - Lawson Peak - Barrett Lake – Mother Grundy Mountain - Deer Horn Valley (scenic importance) p. 29	Yes	The project crosses several resource conservation areas in the Alpine Subregion; however, as the project proposes upgrading an existing utility line, it will not substantially affect aesthetic resources in these areas.
Julian Community Plan		
Scenic Highway Element: 3. Buildings, structures, and plant materials shall be constructed, installed, or planted so as not to unnecessarily obstruct scenic views visible from the area. 4. Potentially unsightly features shall be located so as to be inconspicuous from streets, highways, public walkways, and surrounding properties, or effectively screened from view by planting and/or fences, walls, or grading. (p.33).	Yes	The project will be visible from approximately one mile of SR 79. Wood poles will be replaced with taller self-weathering steel poles. The project will not substantially affect the visual character of views from SR78. The project involves upgrading an existing utility line and will not obstruct scenic views in this area. While parts of the project will be visible from SR 78, it involves upgrading an existing utility line and will not substantially affect views from this area.

Appendix A: Policy Consistency Analysis

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
Land Use Element: Residential Development Goal 5. Encourage street planting of native vegetation, landscaping of private property, and the placing of utilities underground in residential areas (p. 35).	Yes	It is not feasible to underground the entire project.
Mountain Empire Subregional Plan		
Conservation 4. The dark night sky is a significant resource for the Subregion and appropriate steps shall be taken to preserve it (p. 27).	Yes	The project will not install additional lighting; therefore it is compatible with this policy.
Scenic Highways Findings: There are eight scenic corridors identified on the Scenic Highways Figure C-5 in the County General Plan Conservation and Open Space Element that pass through the Mountain Empire Subregional Plan Area (p. 33).	Yes	Portions of the project will be visible from scenic corridors Oak Drive, Lake Morena Drive, Interstate 8, and Buckman Springs Road, and Old Highway 80 (C449, TL629, TL6923). As demonstrated in the simulations Figures 4 through 23, and discussed in Section 4.4, the project will not substantially affect views from these roadways.
North Mountain Subregional Plan		
Community Character Policy 3. Require development to provide for two replacement trees for each tree removed at appropriate locations elsewhere on the subject property.	Yes	Overall, mature trees will not be removed as part of the project; however a limited amount of vegetation removal may be required for project construction. Any trees required to be removed as part of the project will be replaced per the subregional plan requirements.
Conservation Dark Sky Goal 1. Encourage all residents to use an absolute minimum of lighting during the hours of darkness. 2. Discourage activities which require outdoor lighting or require additional traffic circulation after dark to, from, or upon Palomar Mountain. 3. Require development to evaluate site specific issues	Yes	TL682 is approximately 4.5 miles from the Palomar Observatory. The project will not install additional lighting, and construction activities will minimize dust generation to the extent possible.

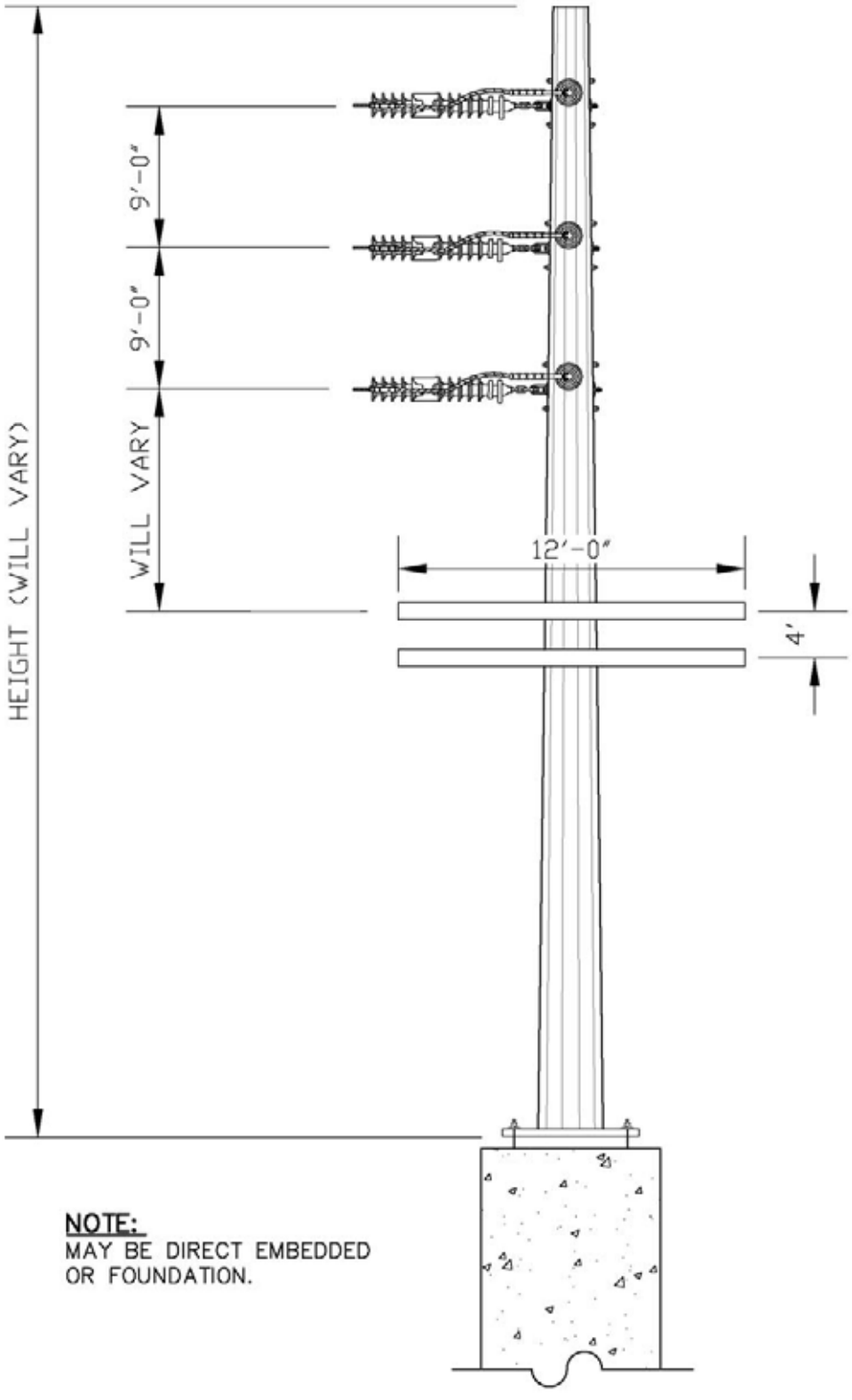
Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
concerning the transmission of any form of airborne particulate matter which may become suspended in the atmosphere (p. 21).		
Pala/Pauma Subregional Plan		
Chapter 5: Conservation and Parks Protect sensitive biological resources through the Resource Conservation Area (RCA) designation. (p. 8).	Yes	TL682 parallels the San Luis Rey River, an area listed as a Resource Conservation Area. A limited amount of vegetation removal may be required for project construction. Following project construction, disturbed areas will be regraded and revegetated to blend with the surrounding landscape.
San Diego County Zoning Ordinance		
5200 Scenic Area Regulations Governs The Scenic Area Regulations shall be applied to areas of unique scenic value including but not limited to scenic highway corridors designated by the San Diego County General Plan and areas adjacent to significant recreational, historic or scenic resources, including but not limited to Federal and State parks.	Yes	The project crosses and parallels several County Scenic Highways. As shown in simulation figures, project-related change will not substantially affect views from these roadways. In the case of Sunrise Highway, the project will result in an improvement to the existing visual character as viewed from this road (see Figure 20).
5210 Site Plan Review Criteria. e. Above Ground Utilities. Utilities shall be constructed and routed underground except in those situations where natural features prevent undergrounding or where safety considerations necessitate above ground construction and routing. Above ground utilities shall be constructed and routed to minimize detrimental effects on the visual setting of the designated area. Where it is practical, above ground utilities shall be screened from view from either the scenic highway or the adjacent scenic, historic, or recreational resource by existing topography, by the placement of buildings and structures, or by landscaping and plantings which harmonize with the natural landscape of the designated area.	Yes	The project proposes upgrading existing utility line. As shown in the simulation Figures 3 through 22, the project does not represent a substantial change to the visual setting and does not damage aesthetic resources. In some cases, where possible, the utility line is relocated underground, and the visual setting is significantly improved.

Policy Description (Page numbers from policy source document)	Consistency (Yes/No)	Explanation
f. Grading. The alteration of the natural topography of the site shall be minimized and shall avoid detrimental effects to the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography shall be screened from view from either the scenic highway or the adjacent scenic, historic, or recreational resource by landscaping and plantings which harmonize with the natural landscape of the designated area, except when such alterations add variety to or otherwise enhance the visual setting of the designated area.	Yes	Per the project description, all land disturbed by project construction activities will be returned to its original condition through regrading and revegetation.
g. Signs. Off-site signs shall be prohibited in areas subject to the Scenic Area Regulations. The number, size, location, and design of all other signs shall not detract from the visual setting of the designated area or obstruct significant views. Subsequent to the Site Plan review and approval, any alteration to signs other than general maintenance shall be subject to an Administrative Permit.	Yes	No signage is proposed for the project. .
h. Lighting. The interior and exterior lighting of the buildings and structures and the lighting of signs, roads and parking areas shall be compatible with the lighting employed in the designated area.	Yes	No lighting is proposed for the project.
San Diego County Code: Division 9. Light Pollution Code (1998)		
h. Zone A means the circular area, fifteen (15) miles in radius centered on the Palomar Observatory and the circular area fifteen (15) miles in radius centered on the center of the Mount Laguna Observatory. Contains detailed requirements for lighting in this area including prohibited light fixtures, hours of operation, and shielding.	Yes	All of TL682 is within 15 miles of the Palomar Observatory. C440 passes the Mount Laguna Observatory. No lighting sources are proposed for this area of the project.



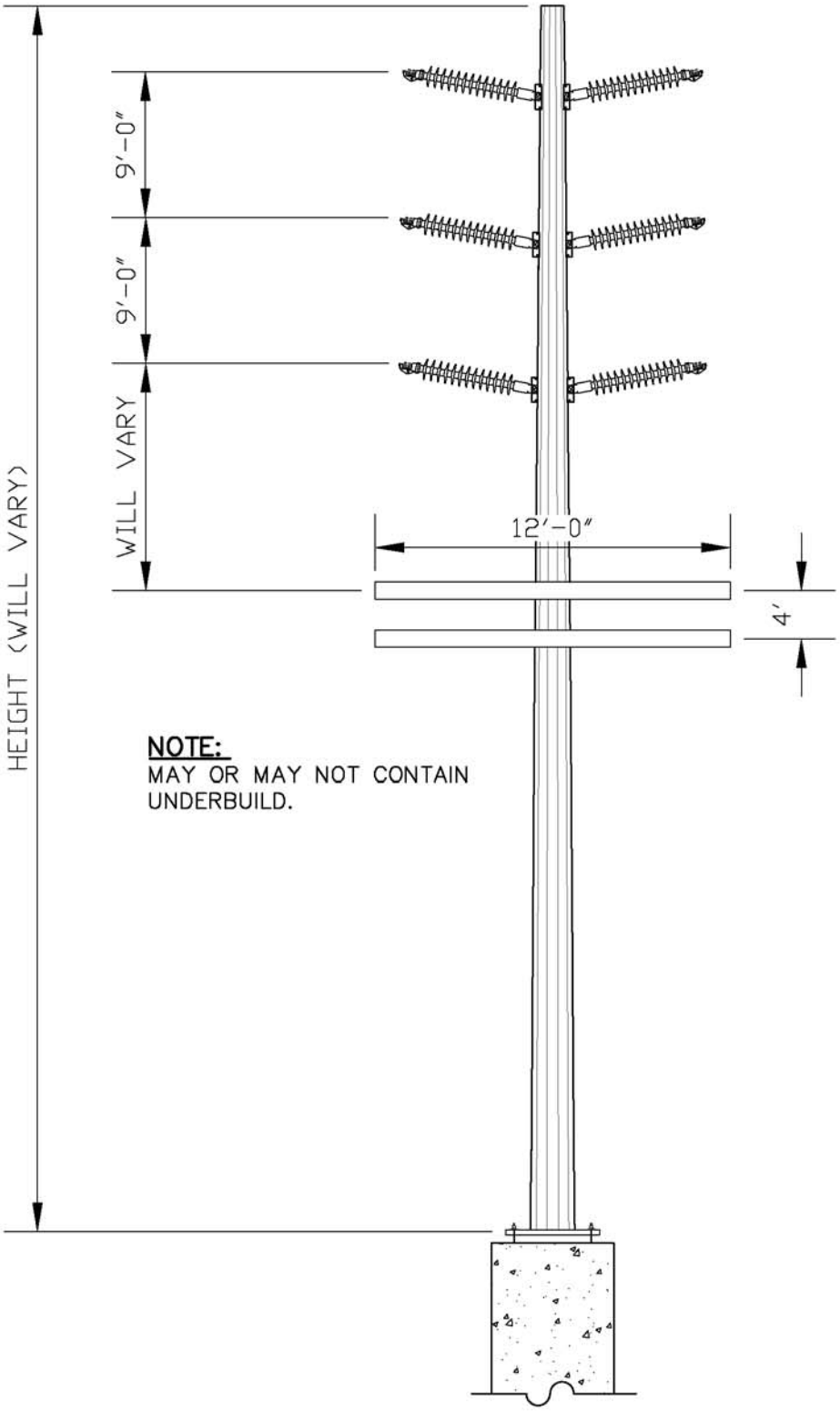
SOURCE: SDG&E

Appendix B: Sheet 1 of 4
Typcial Drawing - Single Circuit Tangent Structure
(69 kV Transmission Line)
Cleveland National Forest Electric Safety and Reliability Project



SOURCE: SDG&E

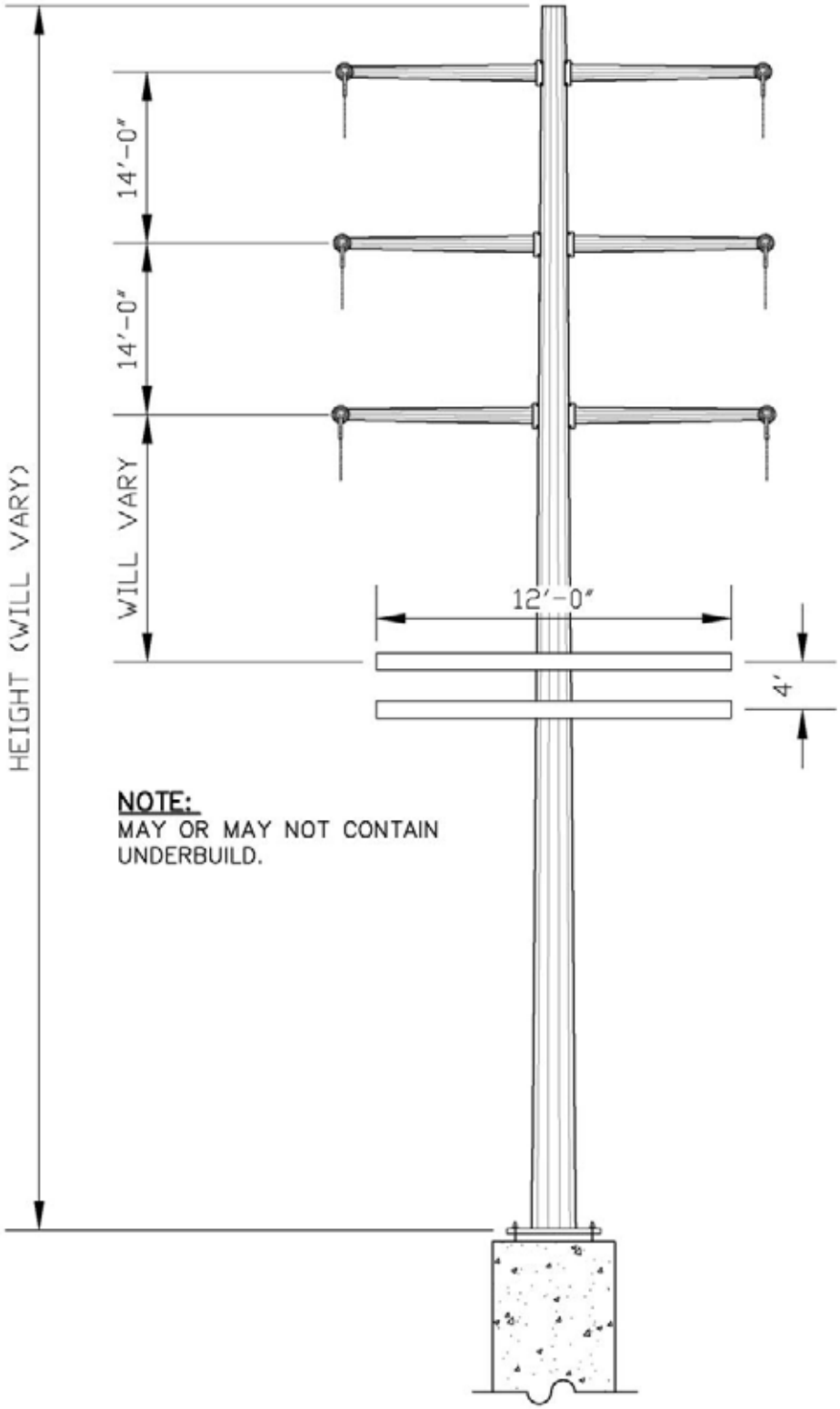
Appendix B: Sheet 2 of 4
Typcial Drawing - Single Circuit Corner Dead-End Structure
(69 kV Transmission Line)
Cleveland National Forest Electric Safety and Reliability Project



TYPICAL DOUBLE CIRCUIT
TANGENT STRUCTURE
69KV TRANSMISSION LINE

SOURCE: SDG&E

Appendix B: Sheet 3 of 4
Typcial Drawing - Double Circuit Tangent Structure
(69 kV Transmission Line)
Cleveland National Forest Electric Safety and Reliability Project



SOURCE: SDG&E

Appendix B: Sheet 4 of 4
Typcial Drawing - Single Circuit Corner Dead-End Structure
(69 kV Transmission Line)
Cleveland National Forest Electric Safety and Reliability Project