

D.3 Visual Resources

This section evaluates how the Project would change the visual quality of the area including its landforms, vegetation, and man-made structures. The evaluation represents the area's baseline visual quality using photos taken at intervals along the proposed subtransmission line route and from around the perimeter of the proposed Fogarty Substation site. Visual characteristics are summarized using three visual traits:

Intactness: The integrity of visual order in the natural and built landscape, and the extent to which the landscape is free from visual encroachment.

Vividness: The memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern.

Unity: The degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-compatibility between landscape elements.

D.3.1 Environmental Setting

The broad characteristic landscapes in the Project area are illustrated in Figure D.3-1. The Project includes four regional landscape settings—Perris Valley, Foothills, Northwest City of Lake Elsinore, and Temescal Canyon. As the Fogarty Substation would particularly affect the northwestern portion of the City of Lake Elsinore, its landscape is examined individually, despite the fact that it falls within the broader Foothill category defined below. The aforementioned landscape settings are treated as separate because each contains distinct and distinguishing visual characteristics. When analyzing the visual impacts of the Project, the intensity of changes in intactness, vividness, and unity will vary depending on the segment of the proposed subtransmission line or location of the substation being analyzed. For example, segments of the proposed subtransmission line passing under previously constructed 500 kV line in relatively developed Perris Valley will have less of an effect than segments passing through riparian landscapes in Temescal Canyon. The four landscape settings and their characteristics, including the northwest portion of the City of Lake Elsinore, are summarized below.

Perris Valley: Perris Valley is composed of mostly flat topography with a mixture of agricultural, rural residential, and planned residential developments near the urbanizing margins of the City of Perris.

Foothills: The Foothills are composed of diverse rolling and foothill topography with a combination of southern oak woodland mixed with coastal sage scrub. Orientation is varied with most views focusing on the foreground with a mountain background. From a variety of vantage points, middleground views overlook Perris Valley and Lake Elsinore. There are numerous small valley areas that are visually contained within the foothills, such as Warm Springs Valley. Uniformly spaced rural residential development is intermixed with areas of undeveloped open space. This area includes the northern portions of the City of Lake Elsinore.

Northwest City of Lake Elsinore: The area surrounding the proposed site is rural, containing dispersed single-family residences and associated unoccupied non-residential structures. Alberhill Ranch and Lakeside Palms residential developments are nearby. The Site itself is situated on broad-floored alluvium-filled valley that is flanked to the north, west, and southeast by local hill top features that crest at elevations of 1,741 feet, 1,660 feet, and 1,560 feet above mean sea level, respectively. (Elevation at the proposed Fogarty Site is approximately 1,330 feet.) The surface exhibits a gentle slope gradient toward

the east, and the prevailing natural vegetation of the hillsides and adjacent valley slopes consists of mixtures of xerophytic scrub (generally on the steeper slopes) and annual grassland (on gentler slopes) that turn from muted, dull, and light greens to browns and yellows between early spring and late summer.

Temescal Canyon: Temescal Canyon is a northwest-trending clearly defined valley that has as its dominant visual features the Canyon's defining slopes, the Temescal Wash, its riparian landscape, and I-15. Hillsides on the east of the wash generally appear as visually intact. The mountain backdrop to the south is visually intact. A wide variety of land developments within the valley are vivid, but not unified with each other. This detracts from the distinctiveness of the area.

The general landscape settings are further divided, as shown in Figure D.3-1, into a series of characteristic landscapes around the project area and, as shown in Figures D.3-2 to D.3-4, into three characteristic viewpoints in the immediate vicinity of the proposed Fogarty Site. The characteristic landscape segments along the proposed subtransmission line route are divided according to the uniformity of viewsheds within the segment, typically defined by common dominant visual features and homogeneous terrain. The three viewpoints of the proposed Fogarty Site are taken from the vantage of Terra Cotta Road, the only paved road offering foreground views of the site. Characteristics of these landscapes are summarized in Table D.3-1 according to the intactness, vividness, and unity metric previously described.

The visual assessment employs a line-of-sight analysis to consider the net visual presence and contrast that would be brought about by the Project. The approach analyzes the amount of contrast that would be created by the Project within the basic visual elements of the characteristic landscape. The basic visual elements considered are those defined above—intactness, vividness, and unity. Using a three-point rating system of low, medium, and high, each basic visual element is ranked and briefly described for each segment shown in Figure D.2-1 and for the viewpoints depicted in Figures D.3-2 to D.3-4. Changes in form, line, color, texture, and scale that would likely have long-term effects were evaluated and characterized. Long-term is defined as longer than five years. For each of the segments along the proposed subtransmission line route, Table D.3-1 also includes one to four representative photographs. These photographs are intended to display dominant visual characteristics and illustrate surrounding land use and topography. For the three views of the Fogarty Substation Site, the Table refers to Figures D.3-2 through D.3-4, which offer perspectives of the existing natural setting and highlight surrounding landmarks.

D.3.1.1 Valley-Ivyglen Subtransmission Line

Portions of the proposed subtransmission line route pass through the cities of Perris and Lake Elsinore. Potentially affected sensitive viewpoints along the proposed subtransmission line route would be seen by motorists along Highway 74 and I-15 and adjacent residents. Highway 74 and I-15 are eligible State Scenic Highways. The contrast of development would be most notable in the Temescal Canyon region where intactness, vividness, and unity were rated highest. Sensitivity levels would be considered high from the perspectives of residents and motorists along this and the remaining portions of the route. Duration of view is much longer for residents than for motorists traveling I-15.

The impact of the proposed subtransmission line route on visual resources would vary from segment to segment (refer to Figure D.3-1 for segment designations). Portions along the line run alongside larger transmission lines and therefore have less of an impact than portions that replace existing, smaller lines or constitute new construction. The Applicant has created a number of computer generated simulations to show the impact of the proposed lines in locations in which the line would have the most impact—namely at highway crossings and where an existing line does not exist. Figure D.3-5 illustrates the photo simulation viewpoints on I-15 near the Nichols Road crossing.

Insert 1 of 2

Figure D.3-1 Viewpoints

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Insert 2 of 2

Figure D.3-1 Viewpoints

Insert 1 of 2

Figure D.3-2 Existing Condition Visual Plate – View 1

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Figure D.3-2 Existing Condition Visual Plate – View 1

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Figure D.3-3 Existing Condition Visual Plate – View 2

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Figure D.3-3 Existing Condition Visual Plate – View 2

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Figure D.3-4 Existing Condition Visual Plate – View 3

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Figure D.3-4 Existing Condition Visual Plate – View 3

Table D.3-1 Characteristic Landscapes (see also Figures D.3-1 through D.3-4)



Representative Views (approximate number of miles along route)	Seg. Map Key	Approx. Location	Characteristic Landscape
Perris Valley			
 <p>#1. SCE Valley Substation Looking West (0.0 mile)</p> <p>#2. Route Looking West from BSNF Railroad Tracks (0.1 mi.)</p>	1A	SCE Valley Substation Mile 0.0 to Mile 1.2	<p>Dominant Visual Features: Valley Substation; power plant (under construction); BSNF railroad tracks; transmission line route</p> <p>Intactness: high - area is visually dominated by Valley Substation and the nearby power plant; natural characteristics are not present or subordinate to the industrial features</p> <p>Vividness: high - the scale of Valley Substation and nearby power plant, the area is highly vivid</p> <p>Unity: low - the substation consists of visually unified industrial elements but in combination with remnant agriculture/rural residences and the various industrial facilities the area is low in overall unity</p>
 <p>#3 Route Looking West from Dawson Road (1.4 mi.)</p> <p>#4 Photo Looking West from Encanto Road (2.2 mi.)</p> <p>#5 Route Looking West from Murrietta Road (3.3 mi.)</p>	1B	Mile 0.1 to Mile 4.4 (Goetz Road)	<p>Dominant Visual Features: transmission line route; I-215 (Escondido Freeway); housing</p> <p>Intactness: moderate - the level natural landscape and low structures of surrounding rural residences and residential developments are punctuated by the transmission line route</p> <p>Vividness: moderate - the transmission line route and related facilities contrast with level landscape and surrounding uses is moderately vivid</p> <p>Unity: low - the scale of the transmission line route and related facilities is not unified with the scale of surrounding residential land uses</p>

Table D.3-1 Characteristic Landscapes (see also Figures D.3-1 through D.3-4)





Representative Views (approximate number of miles along route)	Seg. Map Key	Approx. Location	Characteristic Landscape
 <p>#6. Route Looking West from Goetz Rd. (4.3 mi.)</p>			
 <p>#7 Route Looking West (5.0 mi.)</p>	1C	Mile 4.4 (Goetz Road) to Mile 5.3	<p>Dominant Visual Features: rolling topography; transmission line route; planned unit development</p> <p>Intactness: low - the natural landscape is visually subordinate to new residential development and transmission line route facilities</p> <p>Vividness: moderate - the transmission line route and related facilities contrast with surrounding residences</p> <p>Unity: low - the scale of the transmission line route and related facilities is not unified with the scale of surrounding residential land uses</p>
			Foothills
 <p>#8 Route Looking East from near Thelda Road (7.4 mi.)</p>  <p>#9 Route Looking West from near Thelda Road (7.6 mi.)</p>	2A	Mile 5.3 to Mile 7.6	<p>Dominant Visual Features: transmission line route; hills and rolling topography; coastal sage scrub</p> <p>Intactness: low - natural topography and vegetation are highly visible but are contrasted with transmission line facilities, rural residences, numerous off-highway vehicle roads, and random trash dumps</p> <p>Vividness: low - due to variety of improvements with no distinctive elements</p> <p>Unity: low - due to the visibility of highly varied rural residential improvements, highway commercial establishments, and utility poles</p>

Table D.3-1 Characteristic Landscapes (see also Figures D.3-1 through D.3-4)





Representative Views (approximate number of miles along route)	Seg. Map Key	Approx. Location	Characteristic Landscape
 <p>#10 Route Looking Northeast from Highway 74 at Festus Circle (8.0 mi.)</p>  <p>#11 Route Looking Northeast from SR 74 near Wollens (9.8 mi.)</p>  <p>#12 Route Looking Northeast from Highway 74 near Trellis Lane (11.4 mi.)</p>	2B	Mile 7.6 to Mile 12.6	<p>Dominant Visual Features: Highway 74; rural and urban residential development; rolling topography with oaks and coastal sage scrub; scattered highway commercial</p> <p>Intactness: moderate - natural topography and vegetation are highly visible but are contrasted by rural residential and highway commercial uses</p> <p>Vividness: low - a variety of improvements exist with no distinctive elements</p> <p>Unity: moderate - scale and density of improvements are consistent within the natural landscape</p>
 <p>#13 Route Looking Northeast from Highway 74 at Conrad Avenue (12.9 mi.)</p>	2C	Mile 12.6 to Mile 13.0	<p>Dominant Visual Features: Highway 74; sloping topography; mountain backdrop; urban residences; scattered highway commercial, utility lines</p> <p>Intactness: low - natural characteristics are subordinate to a variety of different residential and commercial developments</p> <p>Vividness: moderate - though there are highly varied, rural residential improvements do not have distinctive elements</p> <p>Unity: moderate - scale and density of improvements are consistent within the natural landscape</p>

Table D.3-1 Characteristic Landscapes (see also Figures D.3-1 through D.3-4)

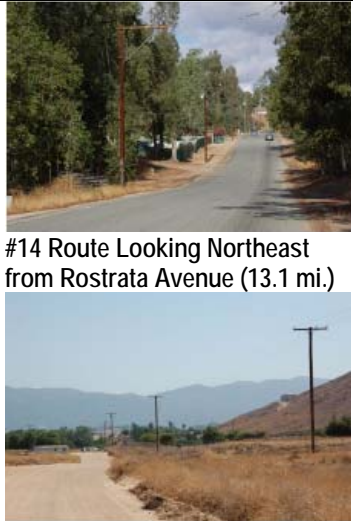

Representative Views (approximate number of miles along route)	Seg. Map Key	Approx. Location	Characteristic Landscape
 <p>#14 Route Looking Northeast from Rostrata Avenue (13.1 mi.)</p> <p>#15 Route Looking West From El Toro Drive (14.2 mile)</p>	2D	Mile 13.0 to Mile 14.7	<p>Dominant Visual Features: rolling topography; mountain backdrop; rural residences</p> <p>Intactness: low - natural characteristics are subordinate to a variety of different rural residential developments</p> <p>Vividness: moderate - though there are highly varied, rural residential improvements do not have distinctive elements</p> <p>Unity: moderate - scale and density of improvements are consistent within the natural landscape</p>
 <p>#16 Route Looking West from Nichols Road (14.7 mile)</p> <p>#17 Route Looking West from Nichols Road (15.4 miles)</p>	2E	Mile 14.7 to Mile 15.8	<p>Dominant Visual Features: I-15 (Corona Freeway); Nichols Road; rolling topography; mountain backdrop</p> <p>Intactness: high - natural characteristics generally dominate with the exception of the road system</p> <p>Vividness: low - other than relatively undisturbed hillsides, there are no distinctive elements present</p> <p>Unity: moderate to high - scale of highway and road improvements is consistent with the natural landscape and is subordinate to it</p>

Table D.3-1 Characteristic Landscapes (see also Figures D.3-1 through D.3-4)




Representative Views (approximate number of miles along route)	Seg. Map Key	Approx. Location	Characteristic Landscape
 #18 Route Looking East from Nichols Road (16.3 mi.)  #19 Route Looking Northwest from Nichols Road (16.3 mi.)  #20 Route Looking Southeast from Lake Street (17.4 mi.)	2F	Mile 15.7 to Mile 18.2	Dominant Visual Features: rolling topography; mountain backdrop; new residential development Intactness: low to moderate - natural characteristics are readily evident with the exception of areas now being developed Vividness: low to moderate - grading associated with residential development under construction contrasts with the natural landscape Unity: moderate - scale and density of improvements equal to that of the natural setting
Northwest City of Lake Elsinore (Proposed Fogarty Site)			
See Figure D.3-2	View 1	Western End of Site from Northeast Corner of Site	Dominant Visual Features: 115 kV Valley-Elsinore-Ivyglen Subtransmission Line; Dryden Substation; rolling topography (ridgecrest of Alberhill Ranch); annual grassland; non-native pepper tree; single family residences
See Figure D.3-3	View 2	Northern End of Site from Southwest Corner of Site	Intactness: moderate – natural characteristics are highly visible, but punctuated by Dryden Substation and the 115 kV Subtransmission Line
See Figure D.3-4	View 3	Eastern End of Site from due West of Site	Vividness: moderate to high –Dryden Substation and 115 kV Subtransmission Line contrast with the annual grassland and rolling hills of the background Unity: moderate to low - scale and density of the substation and the subtransmission lines are not unified with the natural setting

Table D.3-1 Characteristic Landscapes (see also Figures D.3-1 through D.3-4)

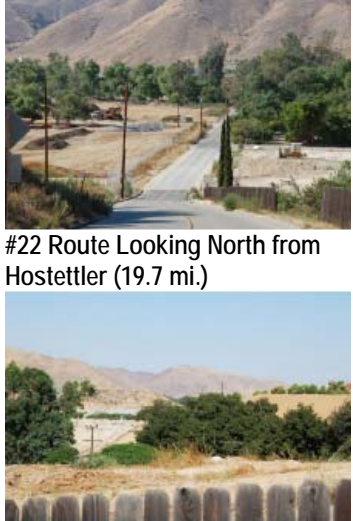







Representative Views (approximate number of miles along route)	Seg. Map Key	Approx. Location	Characteristic Landscape
Temescal Canyon			
 <p>#22 Route Looking North from Hostettler (19.7 mi.)</p> <p>#21 Route Looking East from Hostettler (21 mi.)</p>	3A	Mile 18.2 to Mile 19.7	<p>Dominant Visual Features: rolling topography; mountain backdrop; new residential development</p> <p>Intactness: low to moderate - natural characteristics are readily evident with the exception of areas now being developed</p> <p>Vividness: low to moderate - grading associated with residential development under construction contrasts with the natural landscape</p> <p>Unity: moderate - scale and density of improvements equal to that of the natural setting</p>
 <p>#23 Route Looking Southwest from De Palma Road (21.4 mi.)</p> <p>#24 Route Looking Southeast from De Palma Road from Glen Eden Road (22.1 mi.)</p>	3B	Mile 19.7 to Mile 22.4	<p>Dominant Visual Features: I-15 (Corona Freeway); urban residential development; Corona Lake with hillside advertising; hillside backdrop</p> <p>Intactness: moderate to high - natural topography and vegetation are evident but foreground modifications in the form of roads, utilities, residential improvements, commercial developments, and advertising modify the natural character</p> <p>Vividness: high - presence of water at Corona Lake, riparian vegetation along wash, and undeveloped hillsides to the east are distinctive within the context of the overall canyon</p> <p>Unity: high - scale and density of improvements equal to that of the natural setting but forms and colors are highly varied; presence of water at Corona Lake is distinctive within the context of the overall canyon</p>
 <p>#25 Route Looking Southeast from I-15 (Corona Freeway)</p>	3C	Mile 22.4 to Mile 22.7	<p>Dominant Visual Features: I-15 (Corona Freeway) and Indian Truck Trail interchange; Corona Lake with hillside advertising; natural topography and vegetation</p> <p>Intactness: moderate – highway signs and interchange dominate the natural topography and vegetation</p> <p>Vividness: moderate - wash and related vegetation is distinctive within the context of the overall canyon</p>

Table D.3-1 Characteristic Landscapes (see also Figures D.3-1 through D.3-4)

Representative Views (approximate number of miles along route)	Seg. Map Key	Approx. Location	Characteristic Landscape
 <p>#26 Route Looking Northwest from I-15 (Corona Freeway) at Indian Truck Trail interchange</p>			<p>Unity: low - scale and density of improvements subordinate to that of the natural setting</p>
 <p>#27 Route Looking Northwest from I-15 (Corona Freeway)</p>  <p>#28 Route Looking Southeast I- 15 (Corona Freeway)</p>	3D	Mile 22.7 to Mile 24.7	<p>Dominant Visual Features: I-15 (Corona Freeway); open grasslands; hillside backdrop</p> <p>Intactness: high - views to natural wash and vegetation disrupted only by undeveloped hills</p> <p>Vividness: moderate - presence of water at Corona Lake is distinctive within the context of the overall canyon</p> <p>Unity: moderate to high - foreground dominated by the natural setting and mountain backdrop; scale of improvements subordinate to the overall natural setting</p>
 <p>#29 Route Looking Northeast from Temescal Canyon Road</p>  <p>#30 Ivyglen Substation Looking South from Temescal Canyon Road</p>	3E	Mile 24.7 to Mile 25.0 Ivyglen Substation	<p>Dominant Visual Features: Temescal Canyon Road; Ivyglen Substation</p> <p>Intactness: moderate to low - extent of improvements minor within the context of the natural setting with the exception of Ivyglen Substation that dominates the immediate area</p> <p>Vividness: moderate - I-15 and Ivyglen Substation though not distinct, do contrast with the natural landscape and are readily visible</p> <p>Unity: moderate to low - scale and density of improvements equal to that of the natural setting</p>

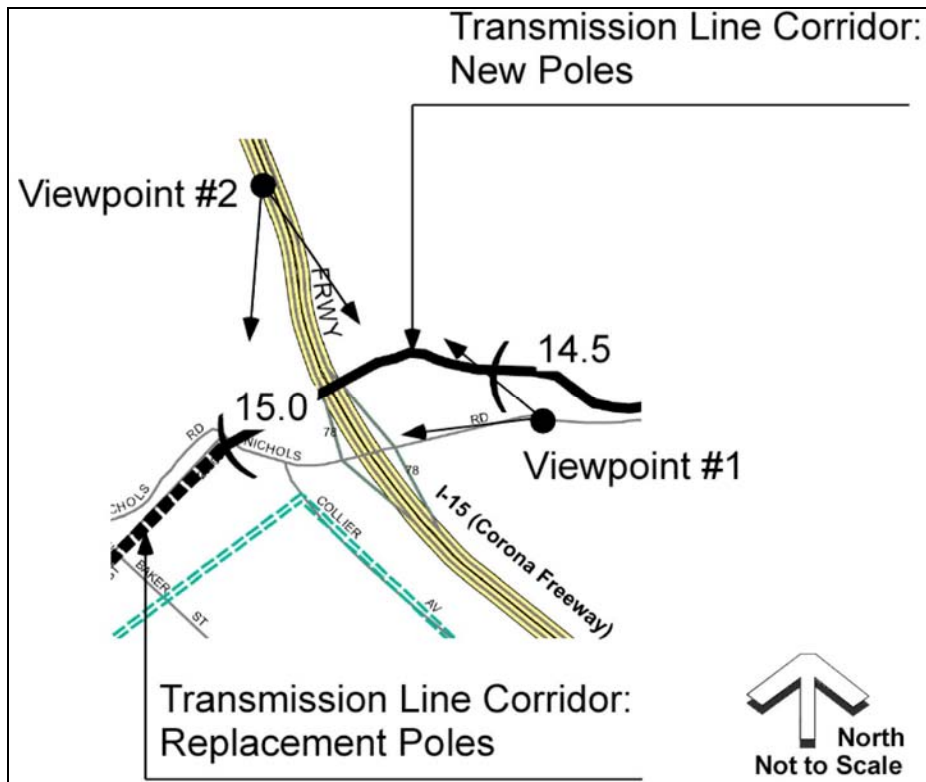


Figure D.3-5 Viewpoints (see Figures D.3-6 to D.3-9)

The proposed route runs 25 miles through Riverside County, traversing Perris Valley, the Foothills near Lake Elsinore, and Temescal Canyon. In Segments 1A, 1B, 1C, and 2A, the line would run alongside the Applicant's existing Valley-Serrano 500 kV right-of-way (ROW).

A portion of the proposed subtransmission line in Segment 2B would follow Highway 74, an eligible State Scenic Highway. Construction along Segment 2B would involve the removal of existing wooden poles and the installation of new poles and circuits along the west side of the highway. The Applicant would be installing approximately 620 light duty steel (LDS) poles over the entire 25 mile proposed subtransmission line route. The LDS poles are 75 feet long with 10 feet buried underground. For areas such as highway crossings, the Applicant would install taller tubular steel poles (TSPs); approximately 45 TSPs would be used over the 25 mile route. The TSPs are 80 to 100 feet high and would be bolted to a steel-reinforced (rebar) concrete footing, approximately 6 feet in diameter and at least 22 feet deep below the ground surface.

Segments 2C and 2D of the proposed subtransmission line would pass through the City of Lake Elsinore. In Segment 2E the line would cross over I-15 at the Nichols Road Interchange. This crossing would require a 100 foot high TSP to provide sufficient clearance over the freeway. Figure D.3-5 illustrates two viewpoints of the proposed subtransmission line route near the Nichols/I-15 interchange. Existing views from these viewpoints and simulations of the proposed subtransmission line are shown in Figures D.3-6 through D.3-9. These images depict the visual impact of the line where it would exist as new construction.

Insert 1 of 2

Figure D.3-6 Viewpoint #1 – Existing View Looking West from Nichols Road to I-15

**Figure D.3-7 Viewpoint #1 – Simulation of Proposed Subtransmission Line
Looking West from Nichols Road to I-15**

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Figure D.3-6 Viewpoint #1 – Existing View Looking West from Nichols Road to I 15

Figure D.3-7 Viewpoint #1 – Simulation of Proposed Subtransmission Line Looking West from Nichols Road to I-15

Insert 1 of 2

Figure D.3-8 Viewpoint #2 – Existing View Looking South from I-15

**Figure D.3-9 Viewpoint #2 – Simulation of Proposed Subtransmission Line at I-15
Crossing**

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Figure D.3-8 Viewpoint #2 – Existing View Looking South from I-15

Figure D.3-9 Viewpoint #2 – Simulation of Proposed Subtransmission Line at I-15 Crossing

For approximately 4 miles from Nichols Road to Hoestettler Road (Segments 2F and 3A) the proposed subtransmission line route would run alongside an existing 33 kV line. At Hoestettler Road, the proposed route would continue to follow the existing 33 kV line, running south of I-15 through Segments 3B and 3C to Indian Truck Trail. Between miles 18.7 and 23.5 (Segments 3A, 3B, and 3C), the line would be highly visible from I-15. For the entirety of this segment, the proposed line would be combined with the existing 33 kV line and would replace old wooden poles with steel poles. Taller poles near ridgelines may increase the skylining effect and the color of the new steel poles and presence of new access roads will be vivid through their contrast with the oak woodland and chaparral associations through which they pass.

The proposed subtransmission line would cross I-15 twice more at the Indian Truck Trail interchange and the Temescal Canyon Road overpass, in Segments 3C and 3D, respectively. The Indian Truck Trail crossing would require new TSP poles. The Temescal Canyon Road crossing would use existing poles with additional circuits. The portion of the proposed line in 3D would run parallel to I-15 on the north side until its crossing at Temescal Canyon Road at which point it would run parallel on the south side until it connected with Ivyglen Substation in Segment 3E. Figures D.3-10 and D.3-11 show the current view from I-15 within Segment 3D and a simulated view.

D.3.1.2 Telecommunications System

The telecommunications system would run alongside the proposed subtransmission line and would not create any additional impacts to visual resources. It will not be addressed individually.

D.3.1.3 Fogarty Substation

As depicted in Figures D.3-2 to D.3-5, the existing natural setting of the Fogarty Substation site can be described as vivid and moderately intact; however, given the presence of the temporary Dryden Substation, the level of unity is low. The site is accessible from the north, south, and northeast by means of lightly traveled dirt roads. As such, the site occupies a relatively “remote-of-access” location that would be seen by comparatively few passing motorists. Access from the north and south is possible via Terra Cotta Road, a road that consists of an improved dirt surface where it bypasses the site. Access from the northeast is possible via the Nichols Road exit of the I-15 Freeway via a series of unpaved roads (i.e., Nichols Road and Coal Avenue). From I-15 and the Nichols Road exit, the site can be seen in the background approximately one mile to the southwest.

Additionally, the site is situated approximately 3,400 feet northeasterly of Lakeshore Drive, a local scenic corridor pursuant to Exhibit VII-I of the City of Lake Elsinore’s General Plan. Scenic areas identified within the corridor include Lake Elsinore and the Santa Ana Mountains situated south of the proposed site. Due to distance and intervening development, however, there is no potential visibility of the site from either of these locations.

As the entirety of the Fogarty Substation constitutes new construction, the Applicant has submitted simulated views of the substation from three different viewpoints as shown in Figure D.3-12. Engineering data representing the design of the proposed low-profile electrical transformer facility was used to construct detailed three-dimensional computer models of the substation, TSPs, and other project components. The three locations were selected from along Terra Cotta Road, the only currently existing public road from which foreground views of the site are visible to motorists and residents. The simulations depict a northeasterly site view, (Figure D.3-13), easterly view, (Figure D.3-14), and southeasterly view, (Figure D.3-15).

D.3.1.4 Valley and Ivyglen Substation Improvements

The Valley Substation is located in Perris Valley, specifically in Segment 1A described above. All improvements would take place within the perimeter fencing of the substation as seen in Photo #1. The Ivyglen Substation is located in Temescal Canyon, specifically in Segment 3E described above. As with Valley Substation, all improvements to Ivyglen Substation would take place within its current perimeter fencing (Photo #30).

D.3.2 Applicable Regulations, Plans, and Standards

D.3.2.1 Federal

There are no federal regulations regarding aesthetics and visual resources related to the proposed subtransmission line route, the telecommunications system, Fogarty Substation construction, or the Valley and Ivyglen Substation improvements.

D.3.2.2 State

The California Department of Transportation (Caltrans) administers the State Scenic Highway Program to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways (California Streets and Highways Code Sections 260 et seq). The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Streets and Highways Code Section 263. The program entails the regulation of land use and density of development, attention to the design of sites and structures, attention to and control of signage, landscaping, and grading, and the undergrounding of utility lines within the view corridor of designated scenic roadways. The local jurisdiction is responsible for adopting and implementing such regulations. If a highway is listed as eligible for official designation, it is also part of the Scenic Highway System and care must still be taken to preserve its eligible status.

D.3.2.3 Regional and Local

County of Riverside

The proposed subtransmission line route is located primarily within unincorporated Riverside County. The Land Use Element of the Riverside County General Plan (County of Riverside 2003) includes policies to preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public (Policy LU 13.1). The Circulation Element identifies I-15 (Corona Freeway) and Highway 74 as eligible State and County scenic highway corridors.

Land Use Element

LU 13.1: Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.

LU 13.3: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.

LU 13.5: Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.

Insert 1 of 2

Figure D.3-10 Viewpoint #3 - Existing View Looking Northwest from I-15 (Photo point #27)

Figure D.3-11 Viewpoint # 3- Simulation of Proposed Subtransmission Line Looking Northwest from I-15

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Figure D.3-10 Viewpoint #3 - Existing View Looking Northwest from I-15 (Photo point #27)

Figure D.3-11 Viewpoint # 3- Simulation of Proposed Subtransmission Line Looking Northwest from I-15

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Figure D.3-12 Viewpoints of the Proposed Fogarty Substation

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Figure D.3-12 Viewpoints of the Proposed Fogarty Substation

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Figure D.3-13 Simulated View #1 of the Proposed Fogarty Substation

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Figure D.3-13 Simulated View #1 of the Proposed Fogarty Substation

Insert 1 of 2

Figure D.3-14 Simulated View #2 of the Proposed Fogarty Substation

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Figure D.3-14 Simulated View #2 of the Proposed Fogarty Substation

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Figure D.3-15 Simulated View #3 of the Proposed Fogarty Substation

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Figure D.3-15 Simulated View #3 of the Proposed Fogarty Substation

Circulation Element

C 19.1: Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan. (AI 79)

C 25.2: Locate new and relocated utilities underground when possible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public. (AI 32)

City of Lake Elsinore

The City of Lake Elsinore, in Chapter 17.04 of its Zoning Code addresses the use of a “Scenic Overlay District” designation, which “is intended for use in areas of high scenic value to preserve and enhance these values and to assure the exclusion of incompatible uses” (Section 17.04.010). The project site is not located within a Scenic Overlay District.

Exhibit VII-I of the City of Lake Elsinore’s General Plan identifies Lakeshore Drive as a local a scenic corridor. Scenic areas identified for the Lakeshore Drive corridor include Lake Elsinore and the Santa Ana Mountains.

The City of Lake Elsinore zoning code stipulates in Section 17.04.040.D.1 “where practical, all utilities, including the linkage between main line and structures, shall be underground.”

City of Perris

The City of Perris General Plan contains objectives and policies in the Open Space Element addressing scenic highways, noting the regional significance of Highway 74 as it traverses an area of distinctive natural beauty. However, no specific laws or regulations are stated.

D.3.3 Project Impact and Mitigation

D.3.3.1 Significance Criteria

For the purpose of this evaluation, the Project would have a significant impact on visual resources if it would:

- 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 study area and its surroundings
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Potential impacts are discussed according to the significance criteria above. Each impact is categorized according to the following classifications:

Class III – Less than significant impact without mitigation measures

Class II – Less than significant impact after mitigation measures are implemented

Class I – Significant impact and no feasible mitigation measures are available

D.3.3.2 Applicant Proposed Measures (APMs)

The following proposed design considerations would reduce potential impacts from the proposed subtransmission line facilities to less than significant levels.

AES-SCE-1: To reduce the long-term visibility of ground disturbance associated with construction of the proposed subtransmission line and retain intactness of the characteristic landscape, all lands disturbed by construction and excess soil placement, with the exception of permanent access roads, would be revegetated with the appropriate native species.

AES-SCE-2: To reduce the potential for reflection of sunlight from project facilities, reduce color contrasts, and visually unify the project with the surrounding characteristic landscape, the Applicant would:

- Use only non-specular conductors.
- Use light duty and tubular steel poles for the proposed subtransmission line that will weather to be non-reflective.

AES-SCE-3: To reduce the contrast and presence of the proposed subtransmission line, the Applicant will order galvanized LDS poles and TSPs with a flat finish.

AES-SCE-4: To reduce the contrast and presence of the proposed subtransmission line in Segment W-4, where possible the Applicant will locate poles off of ridgelines and will site construction and permanent access roads such that they will be screened from view by existing oak woodland and chaparral vegetation as seen from I-15.

D.3.3.3 Impacts Analysis

Visual resource impacts associated with the construction of the Project would include detracting from scenic vistas; damaging visual resources, particularly riparian terrain and oak woodlands, within viewshed of a Scenic Highway, and loss of vegetation. The APMs and the Applicant's Best Management Practices (BMPs) would be implemented to reduce the effects of grading and minimize the contrast and glare created by LSDs and TSP poles.

Impact VIS-1: Adverse Effect on a Scenic Vista

Valley-Ivyglen Subtransmission Line

Caltrans has determined SR-74 and I-15 to be eligible State Scenic Highways. Pursuant to State and Highways Code 263, local and regional jurisdictions are responsible for adopting jurisdiction to preserve and protect scenic views and visual resources along designated and eligible State Scenic Highways. Riverside County has a number of Land Use elements discussed in Section D.2 Land Use and listed above in D.3.2.2 designed to regulate development along Eligible State Scenic Highways. LU 13.5 and Circulation Element 25.2 specifically address distribution lines and utilities, stipulating that all new development be placed underground where possible. Similarly, the City of Lake Elsinore in zoning code Section 17.04.040.D.1 states that new utilities should be placed underground. The City of Perris officially recognizes SR-74 as a highway of regional significance with distinctive natural beauty, but does not outline any policies regarding the protection or preservation of scenic resources. Segments 2B and 2C of the proposed subtransmission line route would run alongside SR-74; additionally, the route would run alongside or cross I-15 in Segments 2E, 3B, 3C, and 3D. The Applicant does not intend to construct the Subtransmission Line wholly underground. As such, construction of the Proposed Project along the

proposed route violates Riverside County Land Use Elements and City of Lake Elsinore zoning codes protecting scenic vistas within view of Eligible State Scenic Highways. This impact is significant and unavoidable (Class I).

Between approximately mile 10.5 and 12.5 of the route within Segment 2B portions of the proposed subtransmission line that would be located at higher elevations may be within the viewshed of Lake Elsinore (City of Lake Elsinore 2006 Aesthetic and Visual Resources Background Report, Figure 9.3, Viewshed and Vantage Points). This segment of the route is marked by its rolling topography, residential development and oak and coastal trees. Both unity and intactness are classified as moderate, with highly visible natural topography and terrain and development consistent with the landscape. Vividness is low with no distinct or dominant contrasting elements. Installation of LDS poles and TSPs would require the removal of vegetation along the proposed route; poles would rise generally 60 feet high. The Proposed Subtransmission Route would significantly impact the visual character of the scenic vista by detracting from the unity and intactness of the view. Additionally, the poles would contrast sharply with the surrounding natural landscape, increasing the vividness of views by introducing a dominant manufactured element. To mitigate the effect of the Project on scenic vistas, the Applicant has submitted APMs AES-SCE-1 through AES-SCE-4. AES-SCE-1 requires the applicant to revegetate lands disturbed by construction with appropriate native species. This will help restore the intactness of the view. APMs 2-4 regulate the type, finish, and placement of LDS poles and TSPs. By reducing contrast and reflection and installing poles off ridgelines and screening access roads from view, the Applicant will lessen the impact of the line on the unity of scenic views. The impact of the proposed subtransmission line on scenic views is considered adverse but less than significant (Class III).

Fogarty Substation

The Fogarty Substation Site falls under the jurisdiction of Riverside County. The project site is situated on a broad valley floor at an elevation of approximately 1,300 feet. Viewshed defining ridgelines to the north, west, and southeast reach elevations of 1,600 feet, 1,560 feet, and 1,741 feet, respectively. When operational, the completed substation facilities including, TSPs, subtransmission lines, and telecommunication lines would be visible from the I-15 Freeway (located approximately 1 mile to the northeast). As previously discussed, Riverside County has Land Use Elements designed to protect scenic resources within view of an Eligible State Scenic Highway. I-15 is listed as an Eligible State Scenic Highway, and as such, all new utilities should be placed underground where possible or screened in a way to protect the views of the traveling public, as outlined in the Circulation Element. The Applicant has proposed a low profile design and eventual landscaping to blend the substation with the landscape. However, situated at 1,300 feet and just over a mile from I-15, the Proposed Substation would be visible from an Eligible State Scenic Highway and would violated regional regulations protecting scenic vistas within view of an Eligible State Scenic Highway. This impact is significant and unavoidable (Class I).

In the immediate vicinity of the Proposed Substation Site, the construction and operation of Fogarty Substation would amplify the impact of the Dryden Substation on viewsheds. Currently, as noted in Table D.3-1, the proposed site is dominated by contrasting visual features—the temporary Dryden Substation and the rolling topography of the background. This contrast creates highly vivid views that are moderately intact and unified. Construction and operation of the Fogarty Substation on land adjacent to that occupied by the Dryden Substation would not significantly impact the visual character and quality in the immediate area. Also in the vicinity of the proposed site are single family homes as well as planned residential developments. The Applicant has proposed a low profile design for the Substation and intends to landscape around the building pending nearby development. The low profile design and landscaping would lessen the contrast between the Substation and surrounding natural terrain, maintaining the intactness and unity of views. The City of Elsinore’s zoning maps for the Fogarty Substation site location and its immediate surroundings do not designate the area as falling within a Scenic Overlay District.

Zoning policies and provisions specifically designed to address community-identified scenic resources that pertain to Scenic Overlay District areas do not apply. The proposed Fogarty Substation will have an adverse but less than significant impact on nearby scenic vistas (Class III).

Valley and Ivyglen Substation Improvements

There would be no effects on scenic vistas created by the proposed changes to Valley or Ivyglen Substation. Construction activities at the Valley and Ivyglen Substations would involve materials and equipment storage, layout, and facility development. All activities would be limited to areas within existing substation fencelines. These areas are void of vegetation and consist of compacted gravel, concrete, or asphalt ground plane. No long-term visible changes would be evident. Physical modifications/additions to the substations such as 'A' frame type line dead end structures, circuit breakers on concrete foundations, and surge arresters would involve materials that are similar to the visual characteristics of facilities now existing on site and would be visually unified with them. Construction and improvements would not affect the existing levels of intactness, vividness, or unity.

Impact VIS-2: Damage to Scenic Resources within a State Scenic Highway

Through Section 263 of the Streets and Highways Code, the California State Legislature makes highways eligible for designation as a State Scenic Highway. For a highway to be designated as scenic following nomination by the State Legislature, local government with jurisdiction over the land surrounding the highway must adopt a "scenic corridor protection program," limiting development, signage, and earthmoving. Both Highway 74 and Interstate 15 are eligible for the State Scenic Highway Program. For the purpose of this document, all eligible State Scenic Highways will be treated as State Scenic Highways, having been determined by the State Legislature to possess distinct visual character and high visual quality.

Valley-Ivyglen Subtransmission Line

From the Valley Substation to Highway 74 within Perris Valley the proposed subtransmission line would be openly visible. However, it would run alongside and be unified with a highly vivid existing transmission line route; therefore, it would not increase contrast within viewpoints or detract from the presently moderate and low levels of intactness and unity. Within the Foothills, segments of the subtransmission line along Highway 74 would replace existing lines. The Foothills currently have low to moderately intact views. Development and construction disrupt the unity of views, which are typically low to moderate. Replacing wood poles with LDS poles and TSPs would increase the vividness of views within the Foothills and would further lessen their intactness and unity. Within Temescal Canyon, from the intersection of Highway 74 and I-15 to the proposed subtransmission line's termination point at Valley Substation, the line would require new construction in an area without existing electrical lines. Given the moderate to high levels of unity and intactness of views within Temescal Canyon and the relative lack of development, construction of the line would have the greatest impact within this characteristic landscape. Views currently deemed vivid for their remarkable natural features (Segments 3B, 3C, and 3D) would contrast sharply with the installation of LDS poles and TSPs. The line would punctuate and overpower visual intactness, detract from any natural vividness along the proposed route, and lessen the unity of views along State Scenic Highways.

Construction activities would also pose visual impacts. Construction of the proposed subtransmission line would generally be conducted during daylight hours and last approximately 12 to 18 months. Construction impacts would be noticeable to area residents and motorists along the local road system. Construction activities that may be seen include:

- Removal of vegetation along the proposed subtransmission line route for construction access and to meet vegetation and fire management guidelines
- Removal of vegetation and grading for new access routes for construction and maintenance vehicles alongside proposed subtransmission line Segment W-1 between Fir Street and Foster Road
- Removal of power poles that would no longer be used after construction of the Project
- Temporary construction signs
- Temporary safety and alternative routing signs for local streets
- Temporary outdoor storage of materials, construction and office supply trailers, and temporary security fencing
- Large pieces of equipment used for constructing access roads, auguring holes for foundations, transporting and lifting LDS poles and TSPs, hauling concrete, water trucks spraying water to control dust, and assorted construction vehicles (refer to Table B.6-1 in the Project Description)
- Temporary construction-limit fencing
- Spraying of embankment slopes with an erosion control mixture of seed, water, and slope stabilizer, which may be vivid in color

The Applicant will adopt standard construction BMPs to minimize the visual impact caused by construction. Fugitive dust from construction would likely be noticed by residents immediately adjacent to the project limits. Construction of the subtransmission line would temporarily but significantly damage visual resources within view of a State Scenic Highway. There is no feasible mitigation to avoid this significant impact (Class I).

To mitigate the impact of the proposed subtransmission line on visual resources within view of a State Scenic Highway and to lessen the long-term effects of construction activity, the Applicant has proposed AES-SCE-1 through AES-SCE-4. AES-SCE-1 mandates a revegetation program that will help restore the visual quality of segments along State Scenic Highways. AES-SCE-2 through AES-SCE-4 will minimize the contrast, glare, and visibility of man-made structures installed along State Scenic Highways. However, Riverside County Land Use Elements stipulate specifically that new utilities be built underground where possible. LU 13.5 requires that new or relocated electric or communications distribution lines be placed underground when visible from an Eligible State Scenic Highway. Segments 2B and 2C would be visible from SR-74; Segments 2E, 3b, 3C, and 3D would be visible from I-15. The Applicant does intend to install the Subtransmission Line wholly underground, and the APMs fall short of meeting regional regulations protecting scenic resources within view of an Eligible State Scenic Highway. This impact is significant and unavoidable (Class I).

Fogarty Substation

Construction of Fogarty Substation would damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The proposed site is located in the northwest portion of the City of Lake Elsinore. The surrounding area is undeveloped and dominated by two features—the Dryden Substation and the rolling hills and ridgelines in the background. The proposed site is within view of I-15, an eligible State Scenic Highway. Regional regulations protect scenic resources within view of an Eligible State Scenic Highway. Riverside County LU 13.3 mandates that landscaping, structures, equipment, signs, or grading be compatible with surrounding scenic settings and environments. Site clearing, grading, and construction of permanent facilities would damage scenic resources within view of a state highway. The substation and power lines connecting Fogarty Substation

to both Valley and Ivyglen Substations would be visible approximately one mile in the distance of I-15. The Applicant would employ low-profile designs and would surround the 2.3 acre Substation with an 8-foot high wall. A parcel of land immediately east of the substation will contain a cluster of TSPs and LSD poles. The proposed development and structures will significantly impact the unity and intactness of views from I-15; construction of the Fogarty Substation would contrast with the natural landscape of annual grassland, decreasing the moderate intactness of current views as well as their moderate to low unity. The impact of Fogarty Substation upon visual resources within a State Scenic Highway is considered significant and unavoidable (Class I).

The project site is also located approximately 3,400 feet northeast of Lakeshore Drive, a City of Lake Elsinore designated Scenic Corridor. However, intervening development and distance eliminates potential views of the Project Site from this route. Therefore, the Proposed Fogarty Substation would have no impact on scenic resources within view of Lakeshore Drive (Class III).

Valley and Ivyglen Substation Improvements

Construction and improvements at the Valley and Ivyglen Substations would not result in significant impacts on or damage to visual resources within a State Scenic Highway. As previously noted, all construction and improvements would be located within the perimeter walls and would not change the existing visual character (Class III).

Impact VIS-3: Degradation to Existing Visual Character

Valley-Ivyglen Subtransmission Line

As discussed in Impact VIS-2, construction of the proposed subtransmission line would have significant impacts on existing visual character. Construction would entail the removal of vegetation along the route to comply with construction fire codes and to create access roads; the removal of the currently used wooden poles; the installation of temporary signage, temporary outdoor storage of construction equipment and vehicles, and temporary fencing; and the spraying of nearby embankments. The impacts of construction on existing visual character would be particularly acute in Temescal Canyon and the less developed portions of the Foothills (Segments 2D, 2E, and 2F), where the intactness and unity of views are rated moderate to high. These impacts are considered significant and unavoidable (Class I) but are temporary.

The proposed subtransmission route would disrupt the intactness of views, vividly contrast with the natural setting (riparian landscape, undeveloped hillside), and lessen the unity of the terrain. The impact of the proposed subtransmission route would be particularly acute in Segment 2B where it would replace existing wooden poles along Highway 74 in Segments 2C and 2D where it passes through the City of Lake Elsinore and crosses I-15 at the Nichols Road interchange, and in Segments 3B, 3C and 3D where it runs parallel to I-15, crossing the Interstate twice (at Indian Truck Trail and Temescal Canyon Road). The three simulations in Figures D.3-7, D.3-9, and D.3-11 illustrate the visual impact in locations of highest potential impact. These images clearly show the significant impact of the Project. The Applicant has proposed a number of measures to mitigate the effects of construction and operation on the existing visual character. Pursuant to AES-SCE-1 through AES-SCE-4, the Applicant would revegetate areas cleared during construction, use low-profile poles with non-reflective paint, and would exercise judgment in the placement of poles and access roads, keeping them from the tops of ridgelines and out of view where possible. The impact of the proposed subtransmission line on existing visual character is significant, but implementation of APMs would reduce the impact to less than significant levels (Class III).

Fogarty Substation

In the immediate vicinity of the proposed Fogarty Substation site, the existing surface terrain and vegetation conditions are marked by grassland and non-native trees and shrubs. The intactness of views within the area is moderate with moderate to low unity; intactness, due to contrast between the natural landscape and the Dryden Substation and associated power lines, is moderate to high. Single-family residential structures immediately north and south of the project site are partially shielded from view by rows of pepper, pine, and/or eucalyptus trees. Construction will be visible from Terra Cotta Road and the ROWs of undeveloped Kings Highway and Hoff Avenue. Construction activity would temporarily bring in construction trucks, cranes, site grading, and TSP and line installation equipment during different construction phases. Construction will involve grading the site and temporary storage of construction materials at the site. This would disrupt the unity and intactness of views and detract from natural vivid features. The impact of the construction of the Fogarty Substation on existing visual character is considered significant and unavoidable (Class I) but would be temporary.

The majority of the construction of Fogarty Substation constitutes new construction with the exception of the TSPs connecting the substation with the Valley-Elsinore-Ivyglen Subtransmission Line, which would replace existing poles. Fogarty Substation would connect with the Valley-Elsinore-Ivyglen Subtransmission Line by means of three TSPs located outside the northeast corner of the perimeter wall. The TSPs would be 75 feet high (9 feet taller than the existing wood poles). Terra Cotta Road is the only currently paved public road in the immediate vicinity of the site and runs within 400 feet of the proposed TSP site. Because the poles would be replacing existing poles and would be hidden from view by the substation itself, their installation would not significantly impact the intactness, vividness, and unity of views in the area. The Applicant has submitted APM-SCE-1 and -2, requiring revegetation of cleared areas near the poles and the usage of poles that will weather to be non-reflective. The impact of the TSPs on visual resources is considered adverse but less than significant (Class III).

Fogarty Substation itself would incorporate low-profile design elements, which limit the height of electrical equipment within the substation's perimeter walls to approximately 28 feet. The substation would contain electrical equipment needed to operate the substation and subtransmission lines into and out of the substation. The site would be enclosed on all four sides by a wall with a minimum height of 8 feet; access gates would also be a minimum 8 feet high. The area immediately outside the wall surrounding the substation would be landscaped. The project-screening landscaping planted within 20- and 34-foot setbacks would help to obscure views of the project site from existing and possible future roadways. However, the site would not be landscaped immediately following construction. The Applicant intends to draft a landscaping plan as the surrounding area develops in keeping with community and city standards and within safety codes. The perimeter wall and intended landscaping will obscure many elements within the Substation footprint. However, as evident in the three simulations (Figures D.3-13 to D.3-15), the Substation would disrupt the unity of views previously notable for their expanses of annual grassland and rolling ridgelines in the background. The Substation would be located within the largely undeveloped northwest portion of the City of Lake Elsinore and would vividly contrast with existing undeveloped terrain and would disrupt any unity of views through the mechanical contrast with the natural setting. Fogarty Substation would significantly and unavoidably impact visual resources in the vicinity of the project site (Class I).

Valley and Ivyglen Substation Improvements

Construction and improvements at the Valley and Ivyglen Substations would not result in significant degradation of existing visual character. As previously noted, all construction and improvements would be located within the perimeter walls and would not change the existing visual character (Class III).

Impact VIS-4: New Source of Substantial Light or Glare Affecting Daytime or Nighttime Views

Valley-Ivyglen Subtransmission Line

LDS poles and TSPs for the proposed subtransmission line would be ordered with a flat finish and would continue to weather and dull over time. The Applicant would employ APMs AES-SCE-2 through -4 to lessen the glare, contrast, and visibility of the LDS poles and TSPs. However, portions of the proposed subtransmission line in Temescal Canyon would replace existing wood poles with LDS poles and TSPs. The steel of the replacement poles will increase the contrast with the oak woodland and chaparral terrain, increasing the vividness of views while decreasing their intactness and unity. Along segments where the proposed route constitutes new construction (particularly in Temescal Canyon), the subtransmission line would increase the vividness of views while lessening their intactness and unity. Areas in Perris Valley where the line would run along existing larger transmission lines would be less affected. Due to APMs 2 through 4, the impact on the proposed subtransmission line on daytime and nighttime views due to increased glare is considered adverse but less than significant (Class III).

Fogarty Substation

Construction of Fogarty Substation would require some lighting primarily for security purposes. Construction activities would not be conducted at night. For the duration of the construction period, night lighting consistent with the security needs of the construction site would be visible from offsite until the perimeter wall and gate have been completed. Following the completion of the perimeter walls and gate, security lighting illuminating portions of the perimeter would remain visible throughout the Project. However, such exterior security lighting would adhere to City of Lake Elsinore regulations pertaining to shielding and focus of lighting to control spillover lighting effects and glare into surrounding areas. Light sources introduced by Fogarty Substation are temporary and considered to be adverse but less than significant (Class III).

Any new source of light in the largely undeveloped, rural landscape of the northwest portion of the City of Lake Elsinore would constitute an adverse impact. Nighttime lighting would disrupt the moderate to low unity and moderate intactness of viewsheds by introducing a highly contrasted artificial element into a natural setting. The proposed project site will be unmanned and require night lighting consistent with security needs. The 8-foot high perimeter wall will help shield interior security lighting. Internal electrical equipment installation locations will be equipped with emergency flood lights that can be turned on in the event that nighttime repairs should become necessary. At all other times such emergency lighting would not be turned on. Security lighting illuminating portions of the perimeter of the completed substation and its gates would be visible and would adhere to City of Lake Elsinore regulations pertaining to placement heights, shielding and focus of lighting to control spillover lighting effects and glare into surrounding areas. Pending development in the area and pursuant to APM AES-SCE-1, the Applicant intends to landscape the area surrounding Fogarty Substation. The landscaping effort, in addition to visually unifying the substation with surrounding areas, would shield security lighting from nearby and distant views. Additional light sources introduced by the operation of Fogarty Substation are considered to be adverse but less than significant (Class III).

Valley and Ivyglen Substation Improvements

Under normal operating conditions, the Ivyglen Substation would not be lit at night and the Valley Substation would not require any additional lighting. Ivyglen Substation lighting would be used only when required for maintenance outages or emergency repairs occurring at night. Substation lighting typically consists of high-pressure sodium lights located in the switch racks, around the transformer banks, and in areas of the yard where operating and maintenance activities may take place. Maintenance lights would be controlled by a manual switch and would normally be in the off position. Lights would be

directed downward and shielded to reduce glare outside of the facility. The proposed improvement to the Valley and Ivyglen Substations would not require significant additional lighting during construction or subsequent operation (Class III).

D.3.4 Cumulative

The County of Riverside and the cities within Riverside County have experienced rapid growth within the recent past and are projected to continue to experience rapid growth. As demonstrated in Tables D.15-1 and D.15-2 in Section D.15, Population and Housing, from the years 1990 to 2000, the population grew by 58.2% in Lake Elsinore, 68.6% in the City of Perris, and 32% in all of Riverside County. Between the years 2010 and 2020, the population of Lake Elsinore is projected to increase by 34.7%; over the same time period the populations of Perris and Riverside County are projected to increase 20.6% and 26.8%, respectively. This growth has been and will continue to be accompanied by substantial residential and commercial development. Construction activities and new permanent structures would significantly alter the aesthetics of the existing landscape in the County.

A cumulative visual impact would occur if the Project is within an area with existing or potential future diminished visual quality due to development. For the purpose of this analysis, the cumulative resource area constitutes all areas within viewshed of the Project including recent development, current development, and projected development. Portions of the proposed subtransmission line run alongside and cross eligible scenic highways. Viewsheds along SR-74 and I-15 are considered sensitive and the subject of policies that encourage maintaining existing views. This analysis will dedicate particular attention to cumulative impacts to visual resources within view of these scenic highways. A cumulative impact to visual resources within view of these highways would occur if the Project substantially contributed to a cumulative visual alteration.

To the extent that the Project in conjunction with one or more cumulative projects results in a significant, cumulative visual resources impact, the significance of that cumulative visual impact would depend on the degree to which (1) the viewshed is altered; (2) visual access to scenic resources is impaired (view blockage); (3) scenic character or visual quality is diminished; or (4) the Project's visual contrast is increased.

Construction of the Project would include the removal of vegetation, grading, temporary signage, temporary storage of materials, and temporary fencing. These elements would detract from the visual character, alter the viewshed, and block visual access to scenic resources, particularly as observed from the scenic highways. Further, they would create contrast in areas of distinct natural resources, particularly in the large expanses of line planned to traverse rural, undeveloped land. In a rapidly developing county, construction of a 25 mile line and the Fogarty Substation (within viewshed of planned Alberhill Ranch, among other developments) will likely overlap with other construction and recent or planned development projects. Construction of the Project would temporarily but significantly contribute to cumulative visual impacts in the area (Class I).

A portion of the proposed 25 mile 115 kV subtransmission route would run alongside an existing 500 kV subtransmission line; the portion along SR-74 would require the replacement of wood poles with LDS poles and TSPs; and portions of the route through Temescal Canyon would constitute new construction where there are no existing utility lines. Portions of the route running alongside pre-existing larger lines would further contribute to diminished scenic character and altered viewsheds although the viewshed has already been substantially degraded. The segment of the proposed route along SR-74 would block views of scenic resources and with the introduction of TSPs and LDS poles as opposed to wood poles, increase contrast with natural settings while substantially diminishing visual character (see below for a discussion

of protected views from a state scenic highway). Similarly but to a greater degree, portions of the route constituting new construction would block views of scenic resources, diminish scenic character, and increase contrast. The proposed line passes through a rapidly developing county and the cities of Lake Elsinore and Perris, both of which are experiencing substantial population growth and expansion with numerous commercial and residential projects in various stages of completion and planning. The entirety of Fogarty Substation would constitute new construction. The Fogarty Substation site lies in the Northwestern portion of the City of Lake Elsinore, already noted for its recent and projected increase in population and accompanying structural development. In conjunction with this project and others, the substation would diminish visual quality, obstruct views, and provide contrast with the annual grassland terrain. The Project would substantially impact the cumulative visual resource area, contributing to cumulative visual alteration (Class I).

A significant impact to visual resources can occur if project construction or the long term presence of the Project would result in an inconsistency with local policies applicable to the preservation of natural resources. The Land Use Element of the Riverside County General Plan (County of Riverside 2003) includes policies to preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public (Policy LU 13.1). The Circulation Element identifies I-15 (Corona Freeway) and Highway 74 as eligible State and County scenic highway corridors and, in policy C.19.1, requires the preservation of scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan (AI 79). Within view of a designated or eligible State Scenic Highway, Land Use policies LU 13.3 and LU 13.5 ensure that the design and appearance of new landscaping structures, equipment, signs, or grading are compatible with the surrounding scenic setting or environment and require new electric or communication distribution lines to be placed underground. The City of Lake Elsinore, similarly, stipulates in zoning code Section 17.04.040.D.1 that all utilities, where practical, be installed underground. The Applicant intends to erect power lines and telecommunications equipment along eligible State Scenic Highways. In conjunction with other development in the area, both planned and projected, the Project would clutter the viewshed and diminish the scenic quality within view of an eligible State Scenic Highway and in violation of local policies (Class I).