

VISUAL SIMULATION AND CHARACTER PHOTOGRAPHS

On October 30, 2015, San Diego Gas & Electric Company (SDG&E) and Southern California Gas Company (SoCalGas) received an application completeness determination (Application Completeness Letter) from the California Public Utilities Commission (CPUC) for the Certificate of Public Convenience and Necessity (CPCN) application, which included the Proponent's Environmental Assessment for the proposed Pipeline Safety & Reliability Project (Proposed Project). Item number 1.4.1-2 of the Application Completeness Letter requested "additional visual simulations showing the appearance of the right-of-way and any other project features 1) immediately following construction and 2) 3-5 years after construction." On November 20, 2015, SDG&E, SoCalGas and the CPUC participated in a phone call, during which the CPUC provided further clarification on item number 1.4.1-2 of the Application Completeness Letter.

As discussed during the November 20 phone call, the CPUC is primarily concerned with the larger areas of temporary vegetation removal and permanent aboveground facilities that have the potential to significantly alter or block existing views. Additionally, the CPUC requested wide-angle pictures to give additional context to the key observation point (KOP) locations that were identified in the Application Completeness Letter. SDG&E and SoCalGas committed to providing the requested photographs and kmz files of the KOP locations within three weeks of their Application Completeness Letter response (submitted on November 30, 2015) to gain additional input from the CPUC's visual resource specialist and to determine which locations, if any, warrant additional visual simulations. This document provides the requested photographs, which were taken at 14 KOP locations from various angles and viewpoints. The 14 sites that were selected for additional character photographs were chosen based on three main criteria:

1. where large vegetation removal is anticipated to occur and/or where there is the potential for land scares;
2. where permanent facilities are located outside of highly developed or disturbed areas; and
3. where the primary angle and direction toward areas that meet the first two criteria will be directly visible to the public.

Google Earth was utilized for additional analysis of potential KOP locations, and GoogleMaps' street view was used to refine the planned KOP locations.

Field visits occurred on December 8 through 10, 2015. A Canon EOS 3D with a 28mm f/2.8 camera was used to achieve wide-angle shots. The camera settings were variable due to inconsistent lighting conditions. Photographs were taken both from a moving vehicle to simulate views from moving cars along transportation corridors, as well as at established Global Positioning System photograph locations. Symbology was added to most photographs in this document to indicate the approximate locations of Proposed Project features. Yellow boxes indicate large vegetation that is anticipated to be removed. Red boxes indicate the approximate location of mainline valves (MLVs). Red dashed lines indicate the approximate alignment within cross-country areas to depict the general location of vegetation removal.

Location 1



Photograph 1: View looking south along Old Highway 395 at approximate Milepost (MP) 1.5. The MLV 1 walls will most likely not be visible from Interstate (I-) 15 due to the approximately 10-foot drop off the side of the roadway, which is shown in Photograph 2. Minor vegetation removal will be required at the location indicated by the yellow rectangle. The area is visible only to passing cars traveling along Old Highway 395 when directly adjacent to the location, and most vegetation in the area is potted ornamental plants.



Photograph 2: View looking east from Old Highway 395 at approximate MP 1.5. This photograph shows the proposed MLV 1 location, which is well below Old Highway 395.

Location 2



Photograph 3: View from the southwestern end of Rainbow Hills Road at approximate MP 3.2, looking southwest at the Proposed Project right-of-way (ROW). The alignment is depicted by the red dashed lines. This portion of the hillside is only visible near the end of the dead-end roadway, as shown. The avocado trees seen are no longer irrigated and are dying.



Photograph 4: View looking south along I-15 near approximate MP 3.2, as seen from a vehicle traveling south along I-15. The portion of the hillside where vegetation will be removed only becomes visible when vehicles are directly adjacent to the hillside, and it is partially obstructed by the roadside berm. In addition, the view is only visible from the passenger-side window, as seen in Photograph 5. From the driver's seat, the vantage point is too high and is obstructed by the roof of the vehicle.



Photograph 5: View looking west from I-15 near approximate MP 3.3, as seen from a vehicle traveling south on I-15. The hillside is only visible for several seconds from the passenger’s side of the vehicle when traveling in the southbound lanes.

Location 3



Photograph 6: View looking northeast from Mission Road of the Proposed Project ROW near approximate MP 3.9. The ROW, which is depicted by the red line, will only be visible for a short period of time while driving along Mission Road. The view of the alignment is limited by trees in the foreground and the road turning away from the site.



Photograph 7: View looking northeast from Mission Road of the Proposed Project ROW near approximate MP 3.9. This photograph was taken from the shoulder of the road and perpendicular to the direction of traveling cars; therefore, this view is not a public viewpoint that will be visible to passing cars.



Photograph 8: View looking north from Mission Road of the Proposed Project ROW near approximate MP 3.9. The ROW will be mostly obscured by hillside trees that will not be removed for the Proposed Project. In addition, the limited view is only visible from vehicles traveling along Mission Road for several seconds, due to the curvature of the road.

Location 4



Photograph 9: The location of proposed MLV 2, looking north-northwest along Old Highway 395 near approximate MP 6.3. The red box depicts the location of the MLV and the yellow boxes depict potential vegetation removal that will be required for workspace during construction. The MLV location is set slightly below the road level, which limits its visibility from a distance, and it will generally only be visible to northbound cars.



Photograph 10: The location of proposed MLV 2, looking south-southwest along Old Highway 395 near approximate MP 6.2. The yellow box depicts vegetation removal that will likely be required for workspace during construction. As discussed for Photograph 9, the MLV location is set slightly below the road level, which limits its visibility from a distance. In addition, the MLV will be largely obscured from this direction due to foreground vegetation that will not be removed for the Proposed Project.



Photograph 11: The location of proposed MLV 2, taken from a vehicle traveling south-southeast along I-15 near approximate MP 6.1. The MLV is depicted by the red box, and vegetation removal is depicted by the yellow box. The MLV is set well below the highway level and will only be visible for several seconds while traveling along I-15 due to the large road cut and the road shoulder, which obscure the view of the site.

Location 5



Photograph 12: View looking southeast toward the location of proposed MLV 3, along Old Highway 395 near approximate MP 10.8. No vegetation removal is anticipated at this location. The MLV is depicted by the red box, and is generally visible by vehicles traveling along Old Highway 395.



Photograph 13: Close-up view looking southeast at the location of proposed MLV 3, along Old Highway 395 near approximate MP 10.9. The site is highly disturbed with no major vegetation removal required.



Photograph 14: View looking northwest toward the location of proposed MLV 3, taken from a vehicle traveling along Old Highway 395 near approximate MP 11.0. The red box depicts the location of the MLV. The site is only visible to vehicles for several seconds due to intervening terrain and the curvature of the roadway.

Location 6



Photograph 15: View looking northeast toward the location of the proposed Horizontal Directional Drill (HDD) 2 exit point, along Old Highway 395 near MP 12.1. The yellow boxes depict the areas where vegetation will be removed. The ROW is only visible to vehicles for a short time due to the terrain and curvature of the roadway.



Photograph 16: View looking northeast toward the location of the proposed HDD 2 exit point, taken from a vehicle traveling along Old Highway 395 near approximate MP 12.1. The ROW is not visible to vehicles traveling at this location due to intervening terrain, foreground vegetation, and the curvature of the road.



Photograph 17: View looking southwest toward the location of the proposed HDD 2 exit point, taken from a vehicle traveling along Old Highway 395 near approximate MP 12.0. The ROW is not visible from this location due to intervening terrain, foreground vegetation, and the curve of the road.

Location 7

Photograph 18: View looking north-northwest toward the location of MLV 4, along Old Highway 395 near approximate MP 15.5. The MLV is depicted by the red box, and the potential vegetation removal is depicted by the yellow box. Most of the surrounding large trees are not expected to be removed during construction. The vegetation will generally block views of the MLV from vehicles traveling in either direction until directly adjacent to the MLV. Additionally, the proposed site is set approximately five feet below the road level, which partially obscures views of the MLV.



Photograph 19: View looking south-southeast toward the location of MLV 4, on Old Highway 395 near approximate MP 15.4. The MLV is depicted by the red box and vegetation removal is depicted by the yellow box. Views of the MLV from vehicles travelling along Old Highway 395 will be limited by roadside vegetation that is not anticipated to be removed during construction, as well as the elevation of the MLV location (i.e., it is set approximately five feet below the road level). The MLV will only be visible to vehicles when located directly adjacent to the MLV.



Photograph 20: View looking from the lane of travel looking north-northwest toward the location of MLV 4, along Old Highway 395 near approximate MP 15.5. The photograph was taken from a vehicle travelling along Old Highway 395. The MLV is depicted by the red box and vegetation removal is depicted by the yellow box. This photograph shows a similar view as Photograph 18, but it was taken from farther down road. The MLV location will only be visible to passing cars directly adjacent to the MLV due to large surrounding trees that are not expected to be disturbed during construction. Additionally, the proposed site is set approximately five feet below the road level, which partially obscures views of the MLV.

Location 8



Photograph 21: View looking north-northwest toward the location of MLV 5 along North Centre City Parkway near approximate MP 20.1. The MLV is depicted by the red box. Small- and medium-sized shrubs within the workspace are expected to be removed at this location. The remaining shrubs to the north and south of the MLV that are outside of the workspace will limit views of the MLV.



Photograph 22: View looking from the location of MLV 5 near approximate MP 20.0, looking toward I-15. This photograph was taken to put the change in elevation from I-15 to Old Highway 395 into perspective. The MLV will not be visible from I-15 because the site is located well below the level of the roadway.



Photograph 23: View taken from a vehicle traveling in the north-bound slow lane of I-15, looking toward the location of MLV 5 near approximate MP 20.1. The MLV will not be visible from I-15 because the site is located well below the level of the I-15 roadway.

Location 9

Photograph 24: View looking southeast from Bear Valley Parkway towards MLV 7, near MP 29.3. The photograph was taken from the median of Bear Valley Parkway. The MLV is depicted by the red box. Minimal vegetation removal is expected at the MLV site. Visibility of the MLV will be restricted to cars traveling south and west in the intersection due to the vegetation surrounding the MLV location and along the roadway.



Photograph 25: View looking southeast from Beethoven Drive, towards MLV 7 near approximate MP 29.3. This photograph was taken from the median of Beethoven Drive. Views of the MLV will be partially obscured due to surrounding vegetation that will not be removed.



Photograph 26: View looking south along Mule Hill Trail near approximate MP 29.4 at the Lake Hodges HDD location. Trailside shrubs are expected to be removed for the Lake Hodges HDD workspace. The anticipated vegetation removal is depicted in this photograph by the yellow box. This area will be visible to pedestrian users of the trail. A simulation of the Line 1600 Cross-tie at this location was included in the PEA. The simulation represents views from hikers walking on this trail from the south.



Photograph 27: View looking south along Mule Hill Trail near approximate MP 29.8 at the Lake Hodges HDD. Trailside shrubs are expected to be removed for the Lake Hodges HDD workspace and the ROW during construction. The anticipated vegetation removal is depicted in this photograph by the yellow box. This area will be visible to pedestrian users of the trail.

Location 10

Photograph 28: View looking east along the east-bound lane of Highland Valley Road near MP 30.5. Minimal vegetation disturbance is expected to occur in this location as a result of the Lake Hodges HDD workspace because most of the plants are potted (much of the area is utilized as a large tree nursery). The yellow box depicts the potential vegetation removal area. Views from vehicles traveling along the road will be generally obscured by the surrounding vegetation that will not be removed.



Photograph 29: View looking north along Highland Valley Road toward the Lake Hodges HDD workspace near approximate MP 30.5. Minimal vegetation disturbance is expected to occur here as most of the plants are potted. The vegetation anticipated to be removed is depicted by the yellow box in the photograph. The roadside vegetation is not anticipated to be removed, and will partially obscure the disturbance from vehicles.



Photograph 30: View looking northwest along Highland Valley Road toward the Lake Hodges HDD workspace, near approximate MP 30.5. Vegetation anticipated to be removed is depicted by the yellow box in the photograph. Views of the disturbance will be obscured from vehicles traveling along the road due to the roadside vegetation.

Location 11



Photograph 31: View looking south along Pomerado Road toward MLV 8 near approximate MP 34.0. The location is highly disturbed and characterized by nearby existing buildings and fences. The MLV is depicted by the red box and the vegetation removal during construction is depicted by the yellow boxes. While the MLV will be visible to vehicles traveling along Pomerado Road, the MLV wall will be consistent with its surroundings.

Location 12

Photograph 32: View looking south along Pomerado Road toward the location of MLV 9 near MP 38.9. The MLV is depicted by the red box and vegetation removal during construction is depicted by the yellow boxes. Approximately four roadside trees are expected to be removed; however, the view of the MLV will be obstructed by the remaining row of trees along the roadway when traveling in either direction along Pomerado Road.



Photograph 33: View looking north along Pomerado Road toward MLV 9 near MP 39.0. While some vegetation removal will be required at the MLV location, views of the MLV from vehicles in the north-bound lanes will be obstructed by the row of trees along the median when traveling north along Pomerado Road.

Location 13



Photograph 34: View looking north along Pomerado Road toward MLV 10 near MP 43.0. The photograph was taken from a vehicle traveling along Pomerado road. The MLV, which is depicted by the red box, will be generally visible to vehicles travelling along Pomerado Road, though the view will be limited by roadside vegetation. Approximately five trees will require removal.

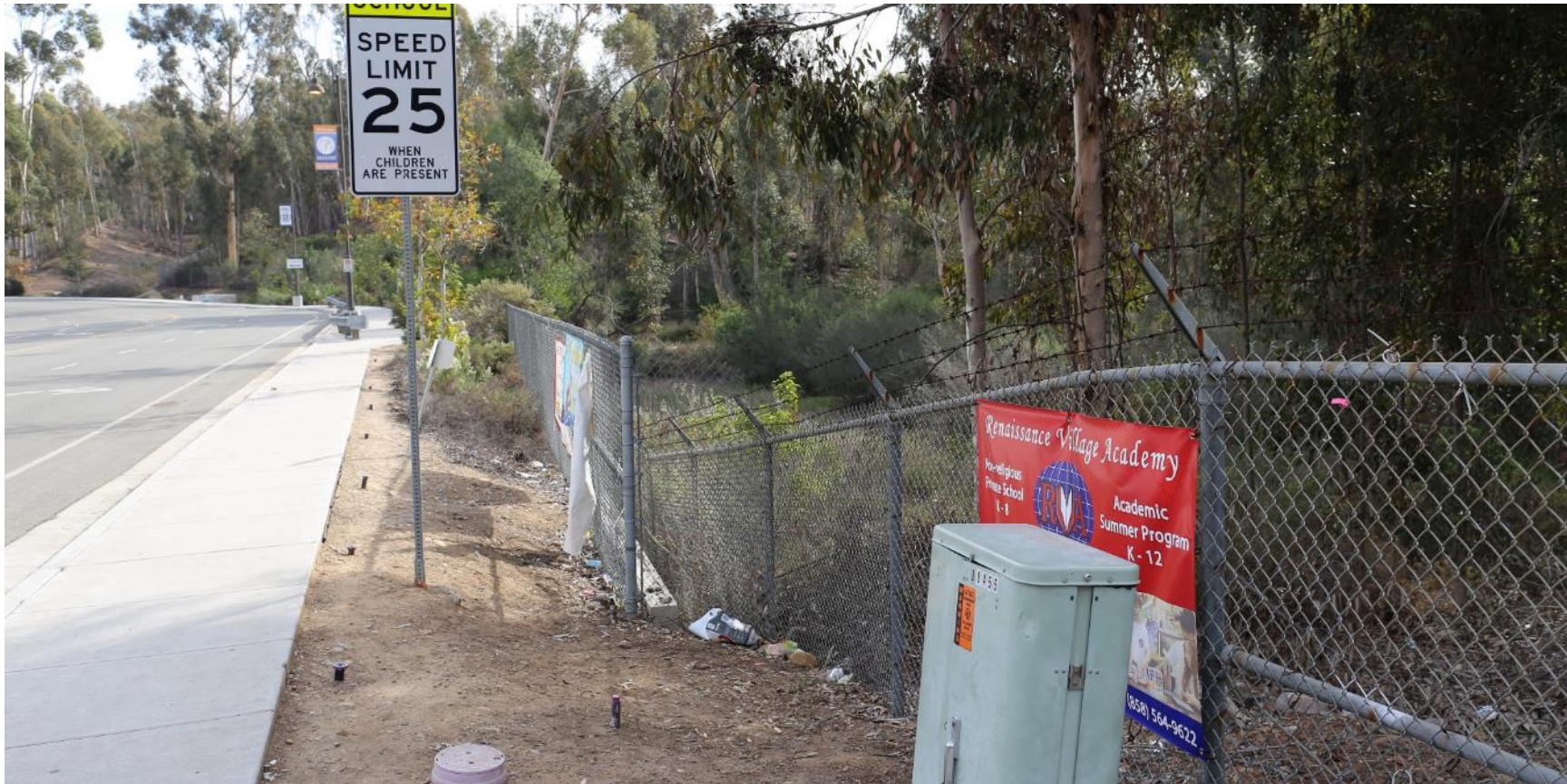


Photograph 35: View looking south along Pomerado Road toward MLV 10 near MP 42.8. Approximately five trees will require removal. The MLV, which is depicted by the red box, will be generally visible to vehicles travelling along Pomerado Road, though the view will be limited by roadside vegetation.

Location 14



Photograph 36: View looking southwest along Willow Creek Road toward the intersection with Pomerado Road near approximate MP 43.3. Tree removal will be required at this location and is depicted in the photograph by the yellow box. Views of the cleared ROW would be visible to vehicle and pedestrian traffic in the area, as well as residences on the opposite side of the street.



Photograph 37: View looking southeast along Avenue of Nations near approximate MP 43.3. The vegetation removal at this location will occur in the ravine below the level of the road.



Photograph 37: View looking west from the sidewalk along Pomerado Road near approximate MP 43.3. Much of the vegetation removal at this location will occur below the road level, in the densely vegetated ravine. Some trees immediately behind the fencing are anticipated to be removed. The street-front vegetation is not anticipated to be removed.