



Future Scenic Integrity: High, with Areas of Unacceptably Low. SCE's proposed action (Alternative 2, Segment 6) would replace existing 220-kV lattice steel towers (LSTs) with new 500-kV LSTs in most of the same footprint areas. New 500-kV LSTs would be 85-to-220-feet tall and have 96-foot-wide arms holding up the conductors. These large Segment 6 transmission lines would be seen in the foreground and immediate foreground from Mill Creek Summit for several miles to the north, and would achieve unacceptably low scenic integrity in an otherwise predominantly natural-appearing existing landscape character. Light gray colors would blend somewhat with the sky, but would create visual contrasts as seen from above, as from the PCT to the south. Access and spur roads leading to each new structure would be screened by topography, and therefore, are not visible in the simulation from this vantage point.

Adverse Visual Impacts. In the vicinity of KOP-Center-2, implementation of the Project would result in adverse visual impacts V-1, V-3, V-4, V-5, and V-7, as detailed in Table 6-1.

Mitigation Measures. Implementation of Mitigation Measures (MMs) would reduce adverse visual impacts to a certain degree, but the Project would create strong adverse contrasts of form, line, color, texture, and scale. It would continue to not meet the High SIO established for this area. MMs would include: V-1 – Clean up staging areas, storage areas, marshalling yards, access and spur roads, and structure locations on a regular periodic basis; V-2b – Treat surfaces with appropriate colors, textures, and finishes; V-3a – Match spans of existing transmission structures; V-3b – On NFS lands, provide restoration/compensation for impacts to landscape character and visual quality; V-4a – Construct, operate, and maintain the Project with existing access and spur roads where feasible; V-4c – Avoid locating new roads in bedrock on NFS lands; and, V-4d – Dispose of excavated materials as prescribed.

Figure 3.14-17b
Visual Simulation
for KOP-Center-2
Northbound Angeles
Forest Highway
(Alternative 2, Segment 6)
Source: Lee Anderson and 3DScape, 2008.