Future Scenic Integrity: High, with Areas of Moderate. SCE's proposed action (Alternative 2, Segment 6) would replace existing 220-kV LSTs with new 500-kV LSTs in most of the same footprint areas. New LSTs would be 85-to-220-feet tall with 96-foot-wide arms. In this area, the new Segment 6 LSTs would be taller and wider than the existing 220-kV LSTs and would protrude above the skyline. Segment 6 would achieve moderate scenic integrity in an otherwise predominantly natural-appearing existing landscape character. Access and spur roads are simulated based on Road Permit Plans provided by SCE in August 2008.

Adverse Visual Impacts. In the vicinity of KOP-Center-13, 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 3.14-28b
Visual Simulation for KOP-Center-13 Mount Zion (Alternative 2, Segment 6)

Source: Lee Anderson and 3DScape, 2008.