



**Overall Visual Change: high.** With high visual contrast, high dominance, and high skyline blockage/impairment, the overall visual change would be high; and combined with high overall visual sensitivity of the visual setting and viewing characteristics, visual impacts would be **Adverse and Significant**, as indicated in Table 2-2.

**Adverse Visual Impacts.** In the vicinity of KOP-South-11, implementation of the Project would result in adverse and significant visual impacts V-1, V-3, and V-5, as detailed in Table 6-1.

**Mitigation Measures.** Implementation of Mitigation Measures (MMs) would reduce these visual impacts somewhat, but because of the height of the new structures, visual impacts of the Project would remain adverse and significant (**Class I**). 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-2a – Use tubular steel poles instead of lattice steel towers in designated areas; V-2b – Treat surfaces with appropriate colors, textures, and finishes; V-3a – Match spans of existing transmission structures; V-4b – Slope-round and re-contour in areas as prescribed; and V-4d – Dispose of excavated materials as prescribed.

**Figure 3.14-46b**  
**Visual Simulation**  
**for KOP- South-11**  
**Orange Freeway (Highway 57),**  
**Diamond Bar**  
**(Alternative 2, Segment 8)**  
*Source: SCE, 2007.*