



The access/spur roads to new structures are not simulated in Figure 3.14-60c because of lack of specific engineering data.

**Overall Visual Change:** high. With high visual contrast, high skyline blockage, and high dominance, the new double circuit LSTs proposed in Route B would create high overall visual change; 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-24, implementation of Alternative 4 Route B 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 3.14-60c**  
**Visual Simulation**  
**for KOP-South-24**  
**Horse Camp in**  
**Chino Hills State Park, CHSP**  
**(Alternative 4, Route B,**  
**Segment 8A)**

Source: Lee Anderson and 3DScape, 2008.