



The all-weather (paved) road leading to the Switching Station and access/spur roads to new structures are not simulated in Figure 3.14-60d because of lack of specific engineering data.

**Overall Visual Change:** low and beneficial. With Route C, existing transmission lines would be relocated to areas less visible, and a new Switching Station would be constructed in an area with good topographic screening. There would be less visual contrast, less skyline blockage, and less visual dominance, as compared to the existing situation. Combined with high overall visual sensitivity of the visual setting and viewing characteristics, overall visual effects would be beneficial.

**Beneficial Visual Effects:** In the vicinity of KOP-South-24, implementation of Alternative 4 Route C would result in beneficial effects.

**Mitigation Measures.** Implementation of Mitigation Measures (MMs) would further improve these visual effects (Class IV). 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-2c – Establish permanent screen (around Switching Station); 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 3.14-60d**  
**Visual Simulation**  
**for KOP-South-24**  
**Horse Camp in**  
**Chino Hills State Park, CHSP**  
**(Alternative 4, Route C,**  
**Segment 8A)**  
*Source: Lee Anderson and 3DScape, 2008.*