Future Scenic Integrity: High, with Areas of Unacceptably Low. The Maximum Helicopter Alternative (Alternative 6, 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. In this area, Segment 6 transmission lines, access roads, and spur roads would be seen as 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. Access and spur roads leading to each new structure are screened by topography, and therefore, are not visible in this simulation. Except for the dark brown galvanizing treatment on the LSTs, Alternatives 2 and 6 are identical in this vicinity.

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 3.14-65b
Visual Simulation for KOP-Center-2 Northbound Angeles Forest Highway (Alternative 6, Segment 6)
Source: Lee Anderson and 3DScape, 2008.