



Overall Visual Change: moderate. Replacement of two existing 220-kV lines with a new 500-kV line would create very little new contrast because of the amount of existing visual clutter on the skyline and in the vicinity of the Metrolink and Vincent Substation. The new transmission line would add to the visual clutter, and because new lattice steel towers (LSTs) would be taller and wider, would increase contrast, structural dominance, and view blockage of the skyline. The overall visual change would be moderate; and combined with the moderate overall visual sensitivity of the visual setting and viewing characteristics, visual impacts would be **Adverse But Not Significant**, as indicated in Table 2-2.

Adverse Visual Impacts. In the vicinity of KOP-North-13, implementation of the Project would result in adverse but not 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, and they would remain adverse but not significant (**Class III**). MMs would include: V-1 – Clean up staging areas, storage areas, marshalling yards, access/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; and V-4a – Construct, operate, and maintain the Project using existing access and spur roads where feasible.

Figure A-15b
Visual Simulation
for KOP-North-13
Acton/Vincent Grade
Metrolink Park and Ride
(Alternative 2, Segment 5)
Source: Lee Anderson and 3DScape, 2008.