Future Scenic Integrity: High, with Areas of Very Low. Removal of vegetation on this flat landscape would be noticeable to travelers on the Angeles Forest Highway and Mount Emma Road, but landform modification would be minimal. This simulation depicts landscape conditions upon completion of construction and before revegetation becomes visually evident. Existing access and spur roads would be re-opened and used for construction of the proposed Project on the hillside to the right. Visual contrasts associated with road widening and improvements (curve widening, etc) would be visually evident in Alternative 2, the proposed Project. Replacement of two existing 220-kV lines with two new 500-kV lines would create new skyline interference in the existing transmission line ROW. The two new transmission lines would add to the visual clutter, and because new LSTs would be taller and wider, would increase contrast, structural dominance, and view interference of the skyline. These visual changes would create very low scenic integrity for the marshalling yard and the two new transmission lines.

Adverse Visual Impacts. In the vicinity of KOP-Center-1, implementation of the proposed Project would result in adverse 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 the proposed 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-1a – 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; V-4b – Vegetative clearings shall be natural-appearing in size, scale, shape, and pattern; V-4c – Avoid locating new roads in bedrock; and, V-4d – Dispose of excavated materials as prescribed.

Figure A-16b (Revised)
Visual Simulation for KOP-Center-1 Southbound Angeles Forest Highway (Alternative 2, Segment 6)

Source: Lee Anderson and 3DScape, 2008.