



Future Scenic Integrity: High, with Areas of Very Low. The proposed Project would replace an existing 220-kV transmission line with a new 500-kV transmission in the middle of three parallel lines in this view. In this area of Segment 6, the proposed Project would construct the new transmission line using re-opened access/spur roads in this vicinity. Segment 6 transmission lines, access roads, and spur roads would be seen in the middleground, and would achieve very low scenic integrity in an otherwise predominantly natural-appearing existing landscape character. Access and spur roads are simulated based on Road Permit Plans provided by SCE in August 2008.

Adverse Visual Impacts. In the vicinity of KOP-Center-6, 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-3b – On NFS lands, provide restoration/compensation for impacts to landscape character and visual quality; V-4b – Slope-round and re-contour in areas as prescribe; V-4c – Avoid locating new roads in bedrock on NFS lands; V-4d – Dispose of excavated materials as prescribed.

Figure A-21b
Visual Simulation
for KOP-Center-6
Southbound Upper Big
Tujunga Canyon Road
(Alternative 2, Segment 6)

Source: Lee Anderson and 3DScape, 2008.