



**Overall Visual Change: high.** With high visual contrast, high dominance, and high view blockage/impairment, the overall visual change would be high; and combined with low-to-moderate overall visual sensitivity of the visual setting and viewing characteristics, visual impacts would be **Adverse and Potentially Significant**, as indicated in Table 2-2.

**Adverse Visual Impacts.** In the vicinity of KOP-South-2, implementation of the Project would result in adverse and potentially 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 adverse visual impacts to a certain degree, but because of the height of the new structures, the Project would have adverse and significant visual impacts (**Class I**). 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; and V-3a – Match spans of existing transmission structures.

**Figure A-37b**  
**Visual Simulation**  
**for KOP- South-2**  
**I-605 Corridor Between I-210**  
**& Arrow Hwy, Irwindale**  
**(Alternative 2, Segment 7)**

Source: SCE, 2007.