



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

Adverse Visual Impacts. In the vicinity of KOP-South-11, implementation of the Project would result in adverse and 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, but because of the height of the new structures, visual impacts of the Project would remain adverse and significant (**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-2a – Use tubular steel poles instead of lattice steel towers in designated areas; V-2b – Treat surfaces with appropriate colors, textures, and finishes; V-3a – Match spans of existing transmission structures; V-4b – Slope-round and re-contour in areas as prescribed; and V-4d – Dispose of excavated materials as prescribed.

Figure A-46b
Visual Simulation
for KOP- South-11
Orange Freeway (Highway 57),
Diamond Bar
(Alternative 2, Segment 8)
Source: SCE, 2007.