



The all-weather (paved) road leading to the Switching Station and access/spur roads to new structures are not simulated in Figure A-59b because of lack of specific engineering data.

Overall Visual Change: high. With high visual contrast and high dominance, the Switching Station proposed in Route A would create high overall visual change; 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. (The existing view from KOP-South-23 would not change under Routes B, C, or D.)

Adverse Visual Impacts. In the vicinity of KOP-South-23, implementation of Alternative 4 Route A 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-2c – Establish permanent screen (around Switching Station); 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-59b
Visual Simulation
for KOP-South-23
Chino Hills State Park Trail,
CHSP (Alternative 4,
Route A, Segment 8A)

Source: Lee Anderson and 3DScape, 2008.