

C.2 Aesthetics

Introduction

This section describes effects associated with aesthetics that would be caused by implementation of the VSSP. The following discussion addresses existing environmental conditions in the affected area, identifies and analyzes environmental impacts for the proposed Project, and recommends measures to reduce or avoid significant impacts anticipated from Project construction, and operation and maintenance. In addition, existing laws and regulations relevant to aesthetics are described.

Scoping Issues Addressed

During the scoping period for the EIR (May 5 through June 8, 2015), written comments were received from agencies, Native American tribes, and the public. These comments identified various substantive issues and concerns relevant to the EIR analysis. The following issues related to aesthetics were raised during scoping and are addressed in this section.

- Address visual resources by locating smaller distribution lines on the same poles, reducing visual clutter, and following the existing utility corridors along roadways.
- Project would impact clear unobstructed views of the sky and neighboring properties.
- Previous power lines running down Leon Road were removed/placed underground when current neighborhood was constructed. Place lines underground near residential community.

C.2.1 Environmental Setting

This section first describes the approach to data collection for the analysis of impacts to aesthetic resources. Then, it describes the existing aesthetic resources in the Project study area.

C.2.1.1 Approach to Data Collection and Regional Setting

Approach to Data Collection

The aesthetic resources technical approach incorporated regional and site-specific perspectives, and detailed landscape assessments. The regional perspective included a general description of the type of landscapes the Project would traverse. More detailed visual assessments of the Project were conducted from specific locations, or Key Observation Points (KOPs), that were selected to represent key viewing populations and viewing circumstances. The technical approach utilized the Visual Sensitivity–Visual Change (VS-VC) System.

Key Observation Points (KOPs)

A number of representative KOPs were established to assess the various factors that are considered in the evaluation of a landscape's existing aesthetic resources, as shown in Figure C.2-1. All visual figures are provided at the end of this section. KOPs were generally selected to be representative of the most critical locations from which the Project would be seen. KOPs were located based on their usefulness in evaluating existing landscapes and potential impacts on aesthetic resources with various levels of sensitivity, in different landscape types and terrain, and from various vantage points.

Typical KOP locations for the Project included: (1) along major or significant travel corridors or at points of visual access; (2) in residential areas; and (3) at locations that provide good examples of the existing

landscape context and viewing conditions. At each KOP, the existing landscape was characterized and photographed. Some images from SCE's Proponent's Environmental Assessment (PEA) have been reproduced here, and in some cases new imagery was obtained and presented here as 11" x 17" color images at approximately "life-size scale" when viewed at a standard reading/viewing distance of 18 inches (i.e., when the image is held at a distance of 18 inches from the eye, all landscape features in the image would appear to be the same scale [size] as they would appear in the field at the viewpoint location).

Visual Sensitivity-Visual Change (VS-VC) Methodology

Under this methodology, the proposed Project was viewed from various public roads and vantage points to develop an overall assessment of the existing landscape character, visual quality, and viewing conditions. Then, at representative KOPs, the existing landscape was characterized (for visual quality, viewer concern, and viewer exposure) and photographed. Each of the factors considered in the evaluation of the existing landscape under the VS-VC methodology is discussed below.

- **Visual Quality** is a measure of the overall impression or appeal of an area as determined by particular landscape characteristics such as landforms, rockforms, water features, and vegetation patterns, as well as associated public values. The attributes of variety, vividness, coherence, uniqueness, harmony, and pattern contribute to visual quality classifications of indistinctive (low), common (moderate), and distinctive (high). Visual quality is studied as a point of reference to assess whether a given project would appear compatible with the established features of the setting or would contrast noticeably and unfavorably with them.
- **Viewer Concern** addresses the level of interest or concern of viewers regarding an area's aesthetic resources (rated from low to high) and is closely associated with viewers' expectations for the area. Viewer concern reflects the importance placed on a given landscape based on the human perceptions of the intrinsic beauty of the existing landforms, rockforms, water features, vegetation patterns, and even cultural features.
- **Viewer Exposure** describes the degree to which viewers are exposed to views of the landscape (rated from low to high). Viewer exposure considers landscape visibility (the ability to see the landscape), distance zones (proximity of viewers to the subject landscape), number of viewers (low to high), and the duration of view (brief to extended). Landscape visibility can be a function of several interconnected considerations including proximity to viewing point, degree of discernible detail, seasonal variations (snow, fog, and haze can obscure landscapes), time of day, and/or presence or absence of screening features such as landforms, vegetation, and/or built structures. Even though a landscape may have highly scenic qualities, it may be remote, receiving relatively few visitors and, thus, have a lower degree of viewer exposure. Conversely, a subject landscape or project may be situated in relatively close proximity to a major road or highway utilized by a substantial number of motorists and yet still result in relatively low viewer exposure if the rate of travel speed on the roadway is high and viewing times are brief, or if the landscape is partially screened by vegetation or other features. Often, it is the subject area's proximity to viewers, or distance zone that is of particular importance in determining viewer exposure. Landscapes are generally subdivided into three or four distance zones based on relative visibility from travel routes or observation points. Distance zones typically include foreground, middleground, and background. The actual number of zones and distance assigned to each zone is dependent on the existing terrain characteristics and public policy and is often determined on a project-by-project basis.
- **Overall Visual Sensitivity** is a concluding assessment as to an existing landscape's susceptibility to an adverse visual outcome (rated from low to high). A landscape with a high degree of visual sensitivity is able to accommodate only a low degree of adverse visual change without resulting in a significant visual impact. A landscape with a low degree of visual sensitivity is able to accommodate a higher degree of adverse visual change before exhibiting a significant visual impact. Overall visual sensitivity is derived from a comparison of existing visual quality, viewer concern, and viewer exposure.

Regional Setting

The proposed Project consists of Segments 1 and 2 and is approximately 15.4 miles in total length. The proposed Project would be located within unincorporated Riverside County and the cities of Menifee, Murrieta, and Temecula. The proposed project may also use land in the City of Perris for a material staging yard. The Project would be located adjacent to existing roadways and the majority of the Project would be within an existing utility corridor with existing SCE facilities.

Segment 1 of the proposed Project involves construction of a new 115-kV subtransmission line originating at SCE's existing Valley 500/115-kV Substation and connecting at a tubular steel pole (TSP) located at the southeast corner of Leon Road and Benton Road, for a total of approximately 12 miles. Segment 1 of the proposed Project would cross through the City of Menifee, unincorporated Riverside County, and a small portion of the City of Murrieta.

Segment 2 of the proposed Project involves reconductoring a section of the existing Valley-Auld-Triton 115-kV Subtransmission Line. Segment 2 begins at the TSP located at the southeast corner of Leon Road and Benton Road and continues south to the existing Terminal TSP located on the south side of Nicolas Road, for a total of approximately 3.4 miles. Segment 2 would cross through unincorporated Riverside County and the City of Temecula. Additionally, as noted above, SCE may utilize an existing material staging yard outside of Segments 1 and 2 in the City of Perris.

Segment 1 of the proposed Project is located within the Harvest Valley/Winchester, Sun City/Menifee Valley, and Southwest planning areas in unincorporated Riverside County. Segment 2 of the proposed Project is located within the Southwest planning area. A brief description of each planning area is provided below, along with the Valley 500/115-kV Substation and material staging yards settings, to further describe the existing visual character of the region.

Harvest Valley/Winchester Planning Area. The Harvest Valley/Winchester planning area is located in the central portion of western Riverside County and is bordered by the cities of Perris and Menifee to the west, the Lakeview Mountains to the north, the City of Hemet and Dawson Mountains to the east, and Domenigoni Valley to the south. The planning area consists of several unincorporated communities: Harvest Valley, Romoland, Homeland, Green Acres, and Winchester. This area contains a wide variety of features from flat valley floors and rolling foothills to abrupt buttes, hillsides, and rock outcroppings. The major physical features defining the Harvest Valley/Winchester planning area are the Dawson and Lakeview mountains, Diamond Valley Lake framed by the Domenigoni Mountains and Rawson Mountains, and Double Butte Mountain (County of Riverside, 2014a).

Several highways, major roads, and railroads are present in the Harvest Valley/Winchester planning area. State Route (SR) 74 and the Burlington Northern/Santa Fe Railroad line run in an east-west direction through the northern portion of the planning area. SR-79 runs in a north-south direction through the central portion of the planning area. SR-74 and Menifee Road have views of the Lakeview and Dawson Mountains and Double Butte Mountain (County of Riverside, 2014a). Double Butte Mountain is a steep, dual-peaked mountain, centrally located between Winchester and Homeland, east and north of the proposed Project.

Sun City/Menifee Planning Area. The Sun City/Menifee planning area is bounded by the Southwest planning area to the south, Elsinore to the west, Mead Valley to the north, and the Harvest Valley/Winchester area to the east. The cities of Perris, Lake Elsinore, Canyon Lake, and Murrieta frame this 30,000-acre valley on the north, west, and south. The Menifee Valley mainly consists of a flat valley

floor surrounded by hillside and mountainous features, with rugged outcroppings scattered throughout the area that break up the unvaried landscape. This planning area is characterized by pockets of rural residences and very low-density development scattered throughout the periphery of the valley, with occasional estate development in the hillside area. The Menifee Valley is identified in the Sun City/Menifee Area Plan as being well suited to accommodate growth because of its flat nature (County of Riverside, 2014b).

Southwest Planning Area. The Southwest planning area is located in the southwest portion of Riverside County and is bordered by San Diego County, the Santa Margarita Mountains, and the Agua Tibia range to the south; the Santa Ana Mountains to the west; and the Black Hills to the east. The Southwest planning area contains several unincorporated communities including Glen Oaks Hills/Valle de los Caballos, Pauba/Wolf Valley, Pechanga Indian Reservation, and Santa Rosa Plateau/De Luz. The planning area also includes the cities of Murrieta and Temecula. The physical features of the planning area that define its visual character include the Santa Rosa Plateau (located on the east side of the Santa Ana Mountains, immediately west of the cities of Murrieta and Temecula); Vail Lake (located in the Black Hills about 15 miles east of the City of Temecula, just north of SR-79); Cleveland National Forest (located along the southeastern boundary of the Southwest planning area); Lake Skinner (located in the northeastern corner of the Southwest planning area surrounded by Rawson Mountain, Bachelor Mountain, Black Mountain, and various rolling hills and agricultural uses); and Temecula Valley vineyards, wineries, and citrus groves (located east of the City of Temecula, extending westward; County of Riverside, 2014c; Google Earth Pro, 2012 and 2014 *in* SCE, 2014).

Valley 500/115 kV Substation. SCE's existing Valley 500/115-kV Substation is located on Menifee Road immediately south of SR-74 in the City of Menifee. The substation is located along a flat valley floor with views of gently rolling hillsides, abrupt buttes, and rock outcroppings. The Lakeview Mountains to the north and the Dawson Mountains to the southeast of the substation create a strong visual backdrop typical in Riverside County's Harvest Valley/Winchester planning area where the substation is situated. Previously disturbed vacant parcels immediately surround the substation. Beyond these vacant parcels, residential, park, and school land uses are found north and south of the substation site. Furthermore, some commercial, retail, and manufacturing land uses are found along SR-74 and adjacent streets (along Menifee Road and Palomar Road). Wooden and steel electrical poles are visible along SR-74 and streets adjacent to the substation site.

Material Staging Yards. Six potential material staging yards are associated with the proposed Project. These potential material staging yards are located on vacant land or on SCE property and have been used by SCE or its contractors in the past as staging yards. With the exceptions of Material Staging Yard 3 (located in the City of Perris just north of Perris Valley Airport in an industrial area) and Material Staging Yard 4 (located in the City of Menifee, approximately 350 feet south of Ethanac Road on the west side of Antelope Road), these potential material staging yards would be located on or adjacent to the Valley 500/115-kV Substation or the proposed Project alignment. The visual character of these potential material staging yards, therefore, is the same as the setting described for the Valley 500/115-kV Substation and for the planning areas described above.

Project Viewshed

A project viewshed is defined as the areas and locations where a project can be seen (also called project study area). For the purposes of this analysis, most views of the proposed Project would be contained within a

roughly rectangular study area bounded by I-215 on the west; Ethanac Road/SR-74 on the north; Winchester Road/SR-79, Beeler Road, and Pourroy Road on the east; and Joseph Road/Nicolas Road on the south.

The primary viewing populations of the proposed Project are travelers on major and local roadways in the Project study area and residents that live in the immediate vicinity of the proposed Project rights-of-way (ROWs). Given the proposed Projects' location on flat valley floors throughout most of the route, many views of the Project are at grade, which can result in skylining (extending above the horizon) of structures from some viewing locations if not backdropped by the terrain (intermediate hills and ridges or more distant mountain ranges). The duration of views depends on the viewing population. Stationary viewing populations (such as those in nearby residences or recreation facilities) have more time to view the Project. Fast-moving viewing populations (such as motorists on adjacent and nearby roadways) have less time to view the proposed Project, but the openness of much of the valley landscape can still afford extended view durations.

As discussed below (see Section C.2.2.2 State, California Scenic Highway Program), I-15 and SR-74 are Eligible State Scenic Highways and I-215 is considered a County Eligible Scenic Highway. These highways are within the Project viewshed.

C.2.1.2 Environmental Setting by Segment

Segment 1, Valley 500/115-kV Substation and Perris Material Staging Yard

Segment 1 of the proposed Project extends from the Valley 500/115-kV Substation generally in a southerly direction for a total of approximately 12 miles to Benton Road. This segment would cross through the City of Menifee, unincorporated Riverside County, and a small portion of the City of Murrieta. The material staging yard proposed in the City of Perris would be located 5.6 miles northwest of the Valley 500/115-kV Substation.

The landscape along Segment 1 (including that surrounding the Valley 500/115-kV Substation) is largely rural in character and represented by agricultural land and rural residences with pockets of residential tract housing in the north and south. Views of the proposed Project along this segment would be from local roads paralleling and crossing the route, residences adjacent to the route, and visitors to Leon Park.

The material staging yard proposed in the City of Perris would be located on vacant, disturbed land adjacent to existing commercial development, Case Road, and additional vacant, disturbed land. Residential development is located to the west. The staging yard would be visible from adjacent roadways, commercial businesses, and the adjacent residential development including its park and recreation facilities.

The following discussions of KOPs 1 through 7 provide detailed visual analyses for Segment 1 of the proposed Project.

KOP 1 – Leon Road at Simpson Road

Figure C.2-2a (at the end of this section) presents the view to the north along the proposed ROW from Leon Road, just north of Simpson Road. The view encompasses a portion of Segment 1 north of Simpson Road, as it heads towards and wraps around the base of the west peak of Double Butte Mountain. The image captures the undeveloped rural landscape and reclamation ponds along this portion of Segment 1.

Visual Quality: Low to Moderate. The foreground to middleground landscape is of a rural, undeveloped landscape consisting of relatively non-descript valley floor, reclamation ponds, and agricultural fields backdropped by rocky hills and outcrops and more distant ridgelines and mountains, which add visual interest. Landscape coloration consists primarily of subdued earth tones. The fenced reclamation ponds and few visible utility poles contribute a slight industrial character to the view from Leon Road.

Viewer Concern: Moderate. Although there are a few wood-pole utility structures in the vicinity of KOP 1, there are no structures located along the proposed ROW on the east side of Leon Road. As a result, views to the east, toward more distant ridgelines and mountains, are open and unobstructed. Though viewers (travelers or nearby residents) are relatively few along this portion of Segment 1, and the landscape is generally lacking in notable scenic attributes (though the rocky, rounded form of the west peak of Double Butte Mountain does add visual interest), viewers may consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky, ridgelines, or mountains) an adverse visual change.

Viewer Exposure: Moderate to High. The proposed Project would be highly visible in the foreground views from Leon Road and adjacent uses. The number of viewers would be low, and the duration of view would be extended. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of Moderate to High for viewer exposure.

Overall Visual Sensitivity: Moderate. For viewers in the vicinity of KOP 1, combining the equally weighted low to moderate visual quality, moderate viewer concern, and moderate to high viewer exposure results in an overall rating of moderate for visual sensitivity of the visual setting and viewing characteristics.

KOP 2 – Domenigoni Parkway

Figure C.2-3a (at the end of this section) presents the view to the east toward the existing subtransmission line span of Domenigoni Parkway at Leon Road, from eastbound Domenigoni Parkway, just west of Leon Road. The view encompasses a portion of the open, generally undeveloped, rural Domenigoni Valley that would be crossed by the proposed Project.

Visual Quality: Moderate. The open and panoramic view encompasses a predominantly undeveloped, grass-covered valley floor backdropped by hills, rocky ridges, and the more distant San Jacinto Mountains. Landscape colors are subdued and variable and the prominent form of Mount San Jacinto to the east is a notable feature of visual interest. Existing infrastructure is generally limited to the curvilinear form of Domenigoni Parkway and the simple wood-pole utility line that punctuates the flat valley floor as it parallels Leon Road in a north-south direction.

Viewer Concern: Moderate to High. Although energy subtransmission infrastructure is noticeably visible in the foreground views from both westbound and eastbound Domenigoni Parkway as travelers approach Leon Road, travelers may consider any increase in industrial character, structure prominence, impairment of open panoramic views, or view blockage of higher value landscape features (such as sky, ridgelines, or Mount San Jacinto - when traveling eastbound) an adverse visual change.

Viewer Exposure: High. The proposed Project would be highly visible in the foreground views from Domenigoni Parkway (and Leon Road). The number of viewers would be moderate to high, and the duration of view would be extended due to the openness of the valley landscape. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of high for viewer exposure.

Overall Visual Sensitivity: Moderate to High. For viewers closely approaching Leon Road and the span, as represented by KOP 2, combining the equally weighted moderate visual quality, moderate to high viewer concern, and high viewer exposure results in an overall rating of moderate to high for visual sensitivity of the visual setting and viewing characteristics.

Linear Viewpoint Analysis – Domenigoni Parkway. In contrast to stationary views at specific KOPs (i.e. KOP 2), transient views from roadways are variable and can range from unobstructed to completely screened (typically by roadside vegetation or structures). Figure C.2-3c (at the end of this section) presents a linear viewpoint analysis for Domenigoni Parkway in the vicinity of the proposed Project span at Leon Road. As shown in the figure, the potential viewing experiences (from Domenigoni Parkway) of the proposed Project route segment along Leon Road in Domenigoni Valley are color-coded and include views up to 90 degrees off the direction of travel for both eastbound and westbound Domenigoni Parkway. The overall affected travel distance along Domenigoni Parkway includes the road segments continuing beyond the span because the landscape views from these road segments make important contributions to the overall viewing experience that is being evaluated along this portion of Domenigoni Parkway. Of particular interest is the extent to which the proposed Project would affect the overall viewing experience of the surrounding and more distant ridgelines and San Jacinto Mountains to the east. As shown in Figure C.2-3c (at the end of this section), there are five proposed Project view categories that pertain to Domenigoni Parkway and include road segments where:

1. The Project would not be visible (shown in green);
2. The Project would be potentially visible but not noticeable (shown in yellow);
3. The Project would be noticeable but not prominent (shown in orange);
4. The Project would be prominent but not dominant (shown in purple); and
5. The Project would be visually dominant (shown in red).

Table C.2-1 quantifies the five viewing categories for each direction of travel, as well as for both directions of travel combined. There are two results that are clear from Figure C.2-3c and Table C.2-1. The first result is that the proposed Project would be potentially visible or visible (Categories 2 through 5 in Table C.2-1) for a greater travel distance of approximately 2.7 miles when approaching from the east (westbound), which would be covered in approximately 2.25 minutes at an average travel speed of 65 miles per hour, compared to a travel distance of approximately 1.1 miles when approaching from the west (eastbound), which would be covered in approximately 1.0 minute at an average travel speed of 65 miles per hour. This is because westbound viewers approach along the open valley floor while eastbound viewers have a more limited view of the proposed Project due to the intervening ridgeline, which defines the western limit of visibility. The westbound Category 2 road segment (potentially visible but not noticeable – shown in yellow) is extended because of the partial screening of proposed Project views by the intermittent presence of intervening vegetation, structures, and other features on the valley floor as the viewer travels west along Domenigoni Parkway.

The second result is that the extent of roadway most impacted by the proposed Project (Category 5 – Project would be visually dominant) is limited to the immediate approaches to the proposed Project span of Domenigoni Parkway, (approximately 0.25 mile or less, on either side of the span). As shown in Table C.2-1, these segments represent a small proportion (5 to 6 percent) of the total affected travel distances with view durations potentially lasting 11 to 13 seconds.

Table C.2-1. Domenigoni Parkway Linear Viewpoint Analysis*			
Travel Direction and Category of Visibility	Affected Travel Distance (Miles)	Percent of Total Affected Travel Distance	View Duration Minutes (Seconds) (Based on Posted Travel Speed of 65 Miles Per Hour)
EASTBOUND DOMENIGONI PARKWAY			
1. Not Visible	2.66	72	2.45 (147)
2. Potentially Visible but Not Noticeable	0.15	4	0.13 (8)
3. Noticeable but Not Prominent	0.28	7	0.27 (16)
4. Prominent but Not Dominant	0.43	11	0.40 (24)
5. Visually Dominant	0.24	6	0.22 (13)
Eastbound Subtotal	3.76	100	3.47 (208)
WESTBOUND DOMENIGONI PARKWAY			
1. Not Visible	1.10	29	1.01 (60)
3. Potentially Visible but Not Noticeable	1.59	42	1.47 (88)
3. Noticeable but Not Prominent	0.18	5	0.17 (10)
4. Prominent but Not Dominant	0.69	19	0.65 (39)
5. Visually Dominant	0.20	5	0.18 (11)
Westbound Subtotal	3.76	100	3.47 (208)
TOTAL BOTH DIRECTIONS			
1. Not Visible	3.76	50	3.45 (207)
2. Potentially Visible but Not Noticeable	1.74	23	1.62 (97)
3. Noticeable but Not Prominent	0.46	6	0.43 (26)
4. Prominent but Not Dominant	1.12	15	1.04 (62)
5. Visually Dominant	0.44	6	0.40 (24)
Total for Both Directions	7.52	100	6.94 (416)

* See Figure C.2-3c for Domenigoni Parkway Linear Viewpoint Map and Overall Affected Travel Distance

KOP 3 – Leon Road North of Holland Road

Figure C.2-4a (at the end of this section) presents the view to the north along the proposed Project route adjacent to the east side of Leon Road, from Leon Rod, just north of Holland Road. The view encompasses an open, generally undeveloped rural valley landscape along an unpaved portion of Leon Road that would be paralleled by the proposed Project.

Visual Quality: Low to Moderate. The foreground, relatively undeveloped, rural landscape consists of a flat, grass-covered valley floor punctuated by the vertical forms of a simple wood-pole utility line, and backdropped by rocky ridges. The landscape exhibits minimal visual variety either in form or color and the rough-hewn appearance of the wood poles does not appear out of character in this rural landscape. They do, however, become noticeably more conspicuous where structure skylining occurs.

Viewer Concern: Moderate. Although energy subtransmission infrastructure features prominently in the foreground landscape along Leon Road, travelers on Leon Road may consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features such as background sky or ridges, an adverse visual change.

Viewer Exposure: Moderate to High. The proposed Project would be highly visible in the foreground views from Leon Road. The number of viewers along this unpaved portion of Leon Road would be low, but the duration of view would be extended due to the openness of the valley landscape. Combining the four

equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of moderate to high for viewer exposure.

Overall Visual Sensitivity: Moderate. For viewers in the vicinity of KOP 3, combining the equally weighted low to moderate visual quality, moderate viewer concern, and moderate to high viewer exposure results in an overall rating of moderate for visual sensitivity of the visual setting and viewing characteristics.

KOP 4 – Leon Road at Fowler Drive

Figure C.2-5a (at the end of this section) presents the view to the north along the proposed Project route adjacent to the west side of Leon Road, from Leon Road, at Fowler Drive. The view encompasses an open, rural residential landscape along Leon Road, south of Scott Road.

Visual Quality: Moderate. The foreground, rural residential landscape consists of a flat, grass-covered valley floor and rolling, grass-covered hills, backdropped by rocky, irregular ridges and buttes. Land and vegetative colors consist of subdued earthtones except for the deeper greens of planted trees in residential properties. A roadside, wood-pole utility line is a prominent built feature that becomes more conspicuous where structure skylining occurs. However, the rough-hewn appearance of the poles is not out of character in this rural landscape. Rural residences are intermittent along Leon Road.

Viewer Concern: High. Although utility infrastructure features prominently in the foreground landscape along Leon Road, adjacent residents and travelers on Leon Road may consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features such as background sky or ridges, an adverse visual change.

Viewer Exposure: Moderate to High. The proposed Project would be highly visible in the foreground views from Leon Road and adjacent residences. The number of viewers along this portion of Leon Road would be low to moderate, but the duration of view would be extended due to the openness of the valley landscape and long sightlines along Leon Road. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of moderate to high for viewer exposure.

Overall Visual Sensitivity: Moderate to High. For viewers in the vicinity of KOP 4, combining the equally weighted moderate visual quality, high viewer concern, and moderate to high viewer exposure results in an overall rating of moderate to high for visual sensitivity of the visual setting and viewing characteristics.

KOP 5 – Lantana Way at Leon Road

Figure C.2-6a (at the end of this section) presents the view to the north from the recreation trail along the east side of Leon Road, at the intersection of Lantana Way and Leon Road. The view encompasses a newer residential subdivision with landscaped public spaces and few aboveground utilities (besides the occasional street light along Leon Road).

Visual Quality: Moderate to High. The foreground views encompass a newer suburban residential landscape of two-story, single-family homes and formal landscaping with an adjacent recreation trail backdropped by distant, rocky, irregular ridges and buttes. Vegetative colors within this residential development are more vibrant and varied compared to the subdued earth tones of nearby undeveloped lands. Visible utility infrastructure is limited to the occasional streetlights. Views are generally open and unobstructed with sightlines to distant ridges and buttes.

Viewer Concern: High. Adjacent residential neighborhoods are generally absent of prominent aboveground energy or utility infrastructure, as most utilities have been placed underground. Residents

may consider any introduction of prominent industrial character, structure prominence, or view blockage of higher value landscape features (background sky and ridges) an adverse visual change.

Viewer Exposure: High. The proposed Project would be highly visible in the foreground views from Leon Road and adjacent residences. The number of viewers along this portion of proposed route would be moderate, and the duration of view would be extended due to the openness of the landscape and long sightlines available down Leon Road. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of high for viewer exposure.

Overall Visual Sensitivity: High. For viewers in the vicinity of KOP 5, combining the equally weighted moderate to high visual quality, high viewer concern, and high viewer exposure results in an overall rating of high for visual sensitivity of the visual setting and viewing characteristics.

KOP 6 – Westbound SR 79

Figure C.2-7a (at the end of this section) presents the view to the southwest toward the existing subtransmission line span of SR-79 at Max Gillis Boulevard, from westbound SR-79 (Winchester Road), just east of the span. The view encompasses an undeveloped portion of the flat, valley floor that would be crossed by the proposed Project.

Visual Quality. Moderate. The foreground, rural, undeveloped landscape is gradually transitioning to new suburban residential developments. Views are generally open and unobstructed with sightlines to distant ridges, buttes, and mountain ranges. Foreground to middleground electric utility infrastructure is noticeably prominent in the primary cone of vision of travelers on SR-79 as the existing subtransmission line converges on and spans SR-79, becoming more conspicuous where structure skylining occurs. Low-growing valley floor vegetation is characterized by a variety of earth tone colors while more distant landforms exhibit bluish hues. The linear form of SR-79 and the existing wood-pole utility line contribute prominent built features to the otherwise predominantly undeveloped landscape (though residential and commercial uses are encroaching from all directions).

Viewer Concern: High. Although energy subtransmission infrastructure is noticeable in the foreground views from both westbound and eastbound SR-79 as travelers approach the span at Max Gillis Boulevard, travelers may consider any increase in industrial character, structure prominence, impairment of open panoramic views, or view blockage of higher value landscape features (such as sky, ridgelines, or mountains) an adverse visual change.

Viewer Exposure: High. The proposed Project would be highly visible in the foreground views from SR-79 (and Max Gillis Boulevard). The number of viewers would be high, and the duration of view would be extended due to the openness of the valley landscape. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of high for viewer exposure.

Overall Visual Sensitivity: Moderate to High. For viewers in the vicinity of KOP 6, combining the equally weighted moderate visual quality, high viewer concern, and high viewer exposure results in an overall rating of moderate to high for visual sensitivity of the visual setting and viewing characteristics.

KOP 7 – Benton Road

Figure C.2-8a (at the end of this section) presents the view to the east toward the location of the proposed Project span of Benton Road, from Benton Road, just east of Penfield Lane. The view encompasses a portion of the remnants of the rural landscape that is in transition to residential suburbs along Benton Road.

Visual Quality: Moderate. The foreground, rural landscape is gradually transitioning to new suburban residential and commercial uses. Views are generally open though partially obstructed with sightlines to distant ridges, buttes, and mountain ranges, which add visual interest. In the foreground, an existing wood-pole is prominently visible along the south side of Benton Road and is situated in the primary cone of vision of travelers on Benton Road, becoming more conspicuous where structure skylining occurs. Existing vegetation is characterized by a variety of earth tone colors while more distant landforms exhibit bluish hues. The linear form of Benton Road is a prominent built feature, and combined with the existing, wood-pole utility line (which supports multiple facilities), contributes a slight industrial character to the landscape.

Viewer Concern: Moderate. Frequent travelers on Benton Road anticipate the presence of the existing subtransmission line along the south side of the road and increasing suburban development. However, travelers may consider any increase in industrial character, structure prominence, impairment of open panoramic views, or view blockage of higher value landscape features (such as background sky, ridgelines, or mountains) an adverse visual change.

Viewer Exposure: Moderate to High. The proposed Project would be highly visible in the foreground views from Benton Road. The number of viewers would be low to moderate, though the duration of view would be extended due to the openness of the valley landscape and the position of the span within the primary cone of vision of both eastbound and westbound travelers. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of moderate to high for viewer exposure.

Overall Visual Sensitivity: Moderate. For viewers in the vicinity of KOP 7, combining the equally weighted moderate visual quality, moderate viewer concern, and moderate to high viewer exposure results in an overall rating of moderate for visual sensitivity of the visual setting and viewing characteristics.

Segment 1 Night Lighting

General. While there is a mixture of lighting at the Valley 500/115-kV Substation including interior and exterior lighting from buildings, switchracks, and sensor lights throughout the substation, there is relatively little night lighting along much of the Segment 1 ROW. Night lighting along Segment 1 generally consists of rural residential lighting, street lighting along major roadways crossed by the ROW, vehicle lights on adjacent roads, and the more dense residential subdivision lighting at the southern end of Segment 1.

Federal Aviation Administration (FAA) Hazard Lighting. There are no FAA hazard lights within, or in the vicinity of, the Segment 1 ROW.

Segment 2

Segment 2 of the Project involves reconductoring a section of the existing Valley-Auld-Triton 115-kV Subtransmission Line. Segment 2 of the Project begins at the TSP located at the southeast corner of Leon Road and Benton Road and continues south to the existing Terminal TSP located on the south side of Nicolas Road, for a total of 3.4 miles. Segment 2 of the proposed Project would cross through unincorporated Riverside County and the City of Temecula.

In general, the landscape along Segment 2 is in transition from rural residential and agricultural to a more typical suburban residential/commercial environment. In this segment, the unincorporated lands in Riverside County are largely rural residential and agricultural with some commercial and educational

facilities, a police/sheriff/detention facility complex, and some tract housing. The landscape along the City of Temecula portion of Segment 2 consists primarily of residential subdivisions and rural residences.

Views of the proposed Project along this segment would be from local roads paralleling and crossing under the corridor, and residential neighborhoods, businesses, and facilities adjacent to the subtransmission line corridor. KOPs 8 and 9 provide detailed visual analyses for Segment 2 of the proposed Project.

KOP 8 – Murrieta Hot Springs Road

Figure C.2-9a (at the end of this section) presents the view to the southwest toward the existing subtransmission line span of Murrieta Hot Springs Road, from westbound Murrieta Hot Springs Road, just east of the span and Chandler Drive. The view encompasses the existing span of Murrieta Hot Springs Road and a portion of the suburban residential development bordering the ROW.

Visual Quality: Moderate. The foreground suburban residential landscape is generally comprised of newer one and two-story single-family residences and landscaped public spaces with a majority of the utility infrastructure placed underground. The exceptions include the intermittent streetlights and the existing subtransmission line that would be reconducted under the proposed Project. Views are generally open and unobstructed with sightlines to distant ridges, buttes, and mountain ranges, including the Santa Rosa Plateau to the west as shown in the image. These landform backdrops add visual interest to an otherwise fairly typical suburban landscape. The prominent vertical form and line of the subtransmission line poles contrast with the predominantly horizontal background landforms and valley floor. The existing line with its multiple utility facilities imparts a slight industrial character to the landscape.

Viewer Concern: High. Although frequent travelers on Murrieta Hot Springs Road and adjacent residents anticipate the presence of the existing subtransmission line parallel to Chandler Drive, travelers and residents may consider any increase in industrial character, structure prominence, impairment of open panoramic views, or view blockage of higher value landscape features (such as background sky, ridgelines, plateaus, or mountains) an adverse visual change.

Viewer Exposure: High. The proposed Project would be highly visible in the foreground views from Murrieta Hot Springs Road. The existing wood- and light weight steel (LWS)-pole subtransmission line is prominently situated in the primary cone of vision of both westbound and eastbound travelers on Murrieta Hot Springs Road and becomes more conspicuous where structure skylining occurs. Similar views would be experienced from other suburban roads passing under or adjacent to the subtransmission line. The number of viewers would be moderate to high, and the duration of view would be extended due to the openness of the valley landscape. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of high for viewer exposure.

Overall Visual Sensitivity: Moderate to High. For viewers in the vicinity of KOP 8, combining the equally weighted moderate visual quality, high viewer concern, and high viewer exposure results in an overall rating of moderate to high for visual sensitivity of the visual setting and viewing characteristics.

KOP 9 – Suzi Lane

Figure C.2-10a (at the end of this section) presents the view to the north along the existing subtransmission line ROW adjacent to Chandler Drive, from Suzi Lane, just west of Chandler Drive. The view encompasses the existing subtransmission line north of Suzi Lane in the vicinity of Murrieta Hot Springs Road.

Visual Quality: Low to Moderate. The foreground suburban utility ROW supports multiple utility lines on a single set of wood and LWS poles. A water tank is also prominently visible along the hill slope north of Murrieta Hot Springs Road. Vegetation within the ROW exhibits earth tone colors and is somewhat non-descript. To the east and west of the ROW are residential subdivisions generally comprised of newer one and two-story single-family residences with some rural residences present near the proposed route. Overall, the existing landscape is typically suburban and generally lacking distinctive features or elements of visual interest. The existing subtransmission line facilities contribute industrial character to the landscape and the wood and LWS poles are more visibly prominent where structure skylining occurs. Views are somewhat constricted to the north and east due to the close proximity of hillside terrain, while views to the west and south are somewhat more open.

Viewer Concern: High. Although energy subtransmission infrastructure features prominently in the foreground of views from Suzi Lane, Chandler Drive, and the adjacent neighborhoods, residents may consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky and terrain) an adverse visual change.

Viewer Exposure: Moderate to High. The proposed Project would be highly visible in the foreground views from Suzi Lane, Chandler Drive and the adjacent residential neighborhoods. The existing wood- and LWS-pole subtransmission line is prominently situated in the primary cone of vision of travelers on both Suzi Lane and Chandler Drive, and becomes more conspicuous where structure skylining occurs. The number of viewers would be low to moderate, and the duration of view would be extended due to the openness of the landscape and the availability of static residential views. Combining the four equally weighted factors (i.e., visibility, distance zone, number of viewers, and duration of view) results in an overall rating of moderate to high for viewer exposure.

Overall Visual Sensitivity: Moderate to High. For viewers in the vicinity of KOP 9, combining the equally weighted low to moderate visual quality, high viewer concern, and moderate to high viewer exposure results in an overall rating of moderate to high for visual sensitivity of the visual setting and viewing characteristics.

Segment 2 Night Lighting

General. The primary sources of night lighting along Segment 2 include the suburban residential lighting adjacent to the ROW, street lighting along major roads spanned by the ROW, and vehicle lights on adjacent and nearby roads.

FAA Hazard Lighting. There are no FAA hazard lights within or in the vicinity of the Segment 2 ROW.

C.2.2 Regulatory Framework

C.2.2.1 Federal

Federal Aviation Administration (FAA). The FAA standards for marking and lighting structures to promote aviation safety are applicable to any temporary or permanent structures including all appurtenances that exceed an overall height of 200 feet above ground level or exceed any obstruction standard contained in Title 14 Code of Federal Regulations (CFR) Part 77. The maximum height for any of the subtransmission structures would be 115 feet, and construction cranes may reach heights of approximately 145 feet for short durations during temporary construction of the TSPs. Although the Project would not exceed an overall height of 200 feet above ground level or exceed any obstruction standard contained in Title 14 CFR Part 77, SCE could be required to file a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA.

The FAA will conduct its own analysis of Project structures and may: recommend no changes to the design of the proposed structures; request redesigning the proposed structures near airports to reduce the height of such structures; or require marking the structures, including the addition of aviation lighting, or placing marker balls on wire spans. SCE may petition the FAA for a discretionary review of its determination to address any issues with the FAA determination.

C.2.2.2 State

California Scenic Highway Program. In 1963, the California Legislature created the Scenic Highway Program to protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. The State regulations and guidelines governing the Scenic Highway Program are found in the Streets and Highways Code, section 260 et seq. A highway may be designated as "scenic" depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the travelers' enjoyment of the view.

There are no Officially Designated State Scenic Highways located within the viewshed of the proposed Project though SR-74 (immediately north of the Project) and I-15 (south and west of the Project) are classified as Eligible State Scenic Highways (Caltrans, 2011).

C.2.2.3 Local

The CPUC regulates and authorizes the construction of investor-owned public utility facilities, and therefore the CPUC has jurisdiction over the siting and design of the proposed Project. Investor-owned public utility projects, such as the VSSP, are exempt from local land use and zoning regulations and permitting in accordance with General Order No. 131-D. This exemption is applicable to all components of the proposed Project. However, Section XIV.B requires "the utility to communicate with, and obtain the input of, local authorities regarding land-use matters and obtain any non-discretionary local permits." Although Section XIV.B does not require the CPUC to evaluate consistency with local land use policies, the CPUC has taken into consideration local aesthetic resource policies in the preparation of this EIR. See Section C. 11 (Land Use and Planning) for a discussion of applicable local agency policies regarding visual resources.

C.2.3 Applicant-Proposed Measures

In its PEA, SCE has listed a number of Applicant Proposed Measures (APMs) that are designed to reduce impacts from the proposed Project. None of the APMs are specifically applicable to Aesthetics. However, the impact discussion in Section C.2.4 (Environmental Impacts and Mitigation Measures) identifies mitigation measures, where appropriate, to reduce significant adverse impacts that could result from construction and operation of the VSSP.

C.2.4 Environmental Impacts and Mitigation Measures

This section discusses adverse aesthetic effects that would occur with implementation of the proposed Project including the direct and indirect effects of construction and the long-term presence of the proposed Project (including O&M activities). This section also presents mitigation measures to avoid or reduce the aesthetic effects of the proposed Project. Cumulative effects are considered in Section C.2.4.3 (Cumulative Impacts).

An *adverse aesthetic effect* typically occurs within public view when: (1) an action perceptibly changes existing features of the physical environment so that they no longer appear to be characteristic of the subject locality or region; (2) an action introduces new features to the physical environment that are perceptibly uncharacteristic of the region and/or locale; or (3) visually prominent natural or cultural features of the landscape become less visible (e.g., partially or totally blocked from view) or are removed.

Changes that seem uncharacteristic are those that appear out of place, discordant, or distracting. The degree of the aesthetic effect depends upon how noticeable the adverse change may be. The noticeability of an aesthetic effect is a function of project features, context, and viewing conditions (angle of view, distance, primary viewing directions, and duration of view).

The factors considered in determining adverse effects on aesthetics included: (1) scenic quality of the proposed Project landscape; (2) available visual access and visibility, frequency, and duration that the landscape is viewed; (3) viewing conditions (distance, angle of observation, relative size or scale, spatial relationships, motion, light conditions, seasonable variability, and atmospheric conditions) and the degree to which the proposed Project components would dominate the view of the observer; (4) resulting contrast (form, line, color, and texture) of the proposed Project facilities or activities with existing landscape characteristics and expected vegetation recovery time; (5) the extent to which proposed Project features or activities would block views of higher value landscape features; and (6) the level of public interest in the existing landscape characteristics and concern over potential changes. Digital techniques were used to produce simulations of the proposed Project as it would appear with implementation as seen from several representative KOPs. The simulations assisted in the assessment of the contrast of the proposed Project with existing landscape elements. Effects on aesthetics within the proposed Project study area could result from various activities including facility construction, establishment of construction staging areas and access roads, and proposed Project operation or presence of the built facilities.

The effects on aesthetics can be either direct or indirect. The impact discussions presented later in this section primarily address the direct effects on aesthetics since aesthetics effects tend to almost always be direct. One exception is the perception of (visible) regional industrialization occurring beyond the local viewshed of a project. Perceptions of regional industrialization are addressed under Section C.2.4.3 (Cumulative Impacts). Where distinctions can be made between direct and indirect effects, they are discussed under the proposed Project phases of construction and O&M.

The assessment of environmental consequences utilized the **Visual Sensitivity–Visual Change (VS-VC) System** method. The VS-VC method assesses the resulting level of visual change (or impact) associated with a project and then determines the significance of that level of change or impact based on a set of established criteria (per the California Environmental Quality Act [CEQA]).

Under the VS-VC System, overall visual change is determined at each KOP based on an assessment and equal weighting of project-induced visual contrast, project dominance, and view blockage (or view impairment) and an evaluation of a visual simulation of the proposed Project. Each of the key factors contributing to visual change is discussed below.

- **Visual Contrast** describes the degree to which a project's visual characteristics or elements (consisting of form, line, color, and texture) differ from the same visual elements established in the existing landscape. The degree of contrast can range from low to high. The presence of forms, lines, colors, and textures in the landscape, similar to those of a project's, indicates a landscape more capable of accepting those project characteristics than a landscape where those elements are absent. This ability to accept alteration is often referred to as visual absorption capability and typically is inversely proportional to visual contrast.
- **Project Dominance** is a measure of a feature's apparent size relative to other visible landscape features and the total field of view. A feature's dominance is affected by its relative location in the field of view and the distance between the viewer and the feature. The level of dominance can range from subordinate to dominant.

- **View Blockage or Impairment** describes the extent to which any previously visible landscape features are blocked from view as a result of a project's scale and/or position. Blockage of higher-quality landscape features by lower-quality project features causes adverse visual impacts. The degree of view blockage can range from no blockage (none) to high blockage.
- **Overall Visual Change** is a concluding assessment as to the degree of change that would be caused by a project. Overall visual change is derived by combining the three equally weighted factors of visual contrast, project dominance, and view blockage, and can range from low to high. In some cases, however, where view blockage is reduced by a project, overall visual change may be improved.

Overall visual change is then considered within the context of the determined overall visual sensitivity of the existing landscape and viewing dynamics, and an impact significance conclusion is made per CEQA requirements. Table C.2-2 illustrates the general interrelationship between visual sensitivity and visual change and is used as a consistency check between individual KOP evaluations. Actual parameter determinations (e.g., visual contrast, project dominance, and view blockage) are based on analyst experience and site-specific circumstances.

While the interrelationships presented in Table C.2-2 are intended as guidance only, it is reasonable to conclude that lower visual sensitivity ratings paired with lower visual change ratings will generally correlate well with lower degrees of impact significance when viewed in the field. Conversely, higher visual sensitivity ratings paired with higher visual change ratings will tend to result in higher degrees of visual impact.

Implicit in this rating methodology is the acknowledgment that for a visual impact to be considered significant, two conditions generally exist: (1) the existing landscape is of reasonably high-quality and is relatively valued by viewers, and (2) the perceived incompatibility of one or more project elements or characteristics tends toward the higher extreme, leading to a substantial reduction in visual quality.

C.2.4.1 Criteria for Determining Significance

The criteria listed below were used to determine if the proposed Project would result in substantial or significant impacts on aesthetics and were derived from Appendix G of the CEQA Guidelines. The proposed Project would result in significant impacts to Aesthetics if it would:

- Criterion AES1: Substantially degrade the existing visual character or quality of the site and its surroundings.
- Criterion AES2: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.
- Criterion AES3: Have a substantial adverse effect on a scenic vista.
- Criterion AES4: Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings with a State scenic highway.

Table C.2-2. General Guidance for Review of Adverse Impact Significance (per CEQA)					
Overall Visual Sensitivity	Overall Visual Change				
	Low	Low to Moderate	Moderate	Moderate to High	High
Low	Minor and Less than Significant ¹ (Class III)	Minor and Less than Significant ¹ (Class III)	Less than Significant ² (Class III)	Less than Significant ² (Class III)	Less than Significant ² (Class III)
Low to Moderate	Minor and Less than Significant ¹ (Class III)	Less than Significant ² (Class III)	Less than Significant (Class III)	Less than Significant (Class III)	Potentially Significant ³ (Class I, II, or III)
Moderate	Less than Significant ² (Class III)	Less than Significant (Class III)	Less than Significant (Class III)	Potentially Significant ³ (Class I, II, or III)	Potentially Significant (Class I, II, or III)
Moderate to High	Less than Significant (Class III)	Less than Significant (Class III)	Potentially Significant ³ (Class I, II, or III)	Potentially Significant (Class I, II, or III)	Significant ⁴ (Class I or II)
High	Less than Significant (Class III)	Potentially Significant ³ (Class I, II, or III)	Potentially Significant (Class I, II, or III)	Significant ⁴ (Class I or II)	Significant (Class I or II)

1 - **Minor and Less than Significant** – Impacts are visible but may not be noticeable. To the extent that are noticed, they are perceived as negative but Less than Significant in the context of existing landscape characteristics and viewing opportunities.

2 - **Less than Significant** – Impacts are generally noticeable and perceived as negative but do not exceed environmental thresholds of significance – they are still considered less than significant in the context of existing landscape characteristics and viewing opportunities.

3 - **Potentially Significant** – Impacts are readily perceived as negative and may exceed environmental thresholds depending on project- and site-specific circumstances. Implementation of effective mitigation may reduce a potentially significant impact to a less than significant level.

4 - **Significant** – Impacts are readily perceived as negative and exceed environmental thresholds. Implementation of effective mitigation may reduce a significant impact to a less than significant level.

C.2.4.2 Impact Analysis – Direct and Indirect Effects

This section describes the direct and indirect impacts of the proposed Project. The majority of project impacts associated with construction or long-term presence of project components fall into the category of degradation of visual character or quality. Substantial degradation results from higher levels of visual contrast, project dominance, and view blockage. Visual contrast relates to spatial characteristics, visual scale, texture, form, line, and color. Where appropriate, mitigation measures are provided for each impact.

Impact AES-1 (Criterion AES1): Construction could result in adverse visual effects due to the presence of equipment, vehicles, materials, and workforce. (Class II)

Construction activities would include site clearing and grading, erection of the structures, conductor stringing and pulling, and site cleanup and restoration. Construction activities would be visible from SR-74, SR-79, McCall Boulevard, Menifee Road, Leon Road, Domenigoni Parkway, Scott Road, Max Gillis Boulevard, Benton Road, Auld Road, Murrieta Hot Springs Road, Nicolas Road, and other local roads and nearby residential neighborhoods and areas. Throughout the construction period, the industrial character of the activities would cause visual contrast and visual change and constitute adverse visual effects when viewed from the general Project vicinity, roads in the proposed Project vicinity, and all of the KOPs discussed below.

However, the majority of construction activities and equipment brought into the proposed Project study area and onto the proposed Project sites would be temporary in nature and would, therefore, not result in a significant long-term visual impact. Potentially significant visual contrast could be associated with the longer-term construction activities, however, (e.g., use of construction yards) these activities can be

reduced to a less-than-significant level (Class II) through implementation of Mitigation Measure AES-1 (*Screen Construction Activities from View*).

Mitigation Measures for Impact AES-1

AES-1 Screen Construction Activities from View. Construction yards, staging areas, and material and equipment storage areas, including storage sites for excavated materials, shall be visually screened using temporary screening fencing. Fencing will be of an appropriate structure, material, and color for each specific location. This requirement shall not apply if Southern California Edison (SCE) can demonstrate that construction yards and facilities are located away from areas of high public visibility including public roads, residential areas, and public recreational facilities. For any site that SCE proposes to exempt from the screening requirement, SCE shall define the site on a detailed map demonstrating its visibility from nearby roads, residences, or recreational facilities and submit the map to the California Public Utilities Commission for review and approval at least 60 days prior to the start of construction at that site.

Impact AES-2 (Criterion AES1): Construction could result in visual contrast due to vegetation removal. (Class II)

Areas of ground surface disturbance (characterized by high color, line, and texture contrasts) and vegetation removal could remain visible from various vantage points for an extended period after the conclusion of construction activities, and cause moderate to high levels of visual contrast, which could result in significant visual effects. Given that the proposed Project would be primarily located within an existing ROW and/or accessible by adjacent public roadways, it is anticipated that only a limited amount of ground surface disturbance and vegetation removal would occur. However, should such ground disturbance and vegetation loss occur, the potential for prominent visual contrast can be reduced to a less-than-significant level (Class II) through implementation of Mitigation Measure AES-2 (Minimize vegetation removal and ground disturbance) and through the restoration requirement in Mitigation Measure BIO-4 (Develop a Habitat Restoration and Monitoring Plan, Section C.5 Biological Resources).

Mitigation Measures for Impact AES-2

AES-2 Minimize vegetation removal and ground disturbance. Only the minimum amount of vegetation necessary for the construction of structures and facilities shall be removed during construction. In particular, vegetation within the right-of-way and ground clearing at the foot of each pole and between poles shall be limited to the clearing necessary to comply with all regulatory requirements.

BIO-4 Develop Habitat Restoration and Monitoring Plan. (Section C.5 Biological Resources)

Impact AES-3 (Criterion AES1): Construction could result in visual contrast associated with establishment of graveled surfaces. (Class II)

Those areas of temporary disturbance where the soil surface (characterized by high color, line, and texture contrasts) is exposed and/or removed, or where lighter-colored gravel is placed could exhibit considerable color contrast with adjacent darker vegetation and soil colors. This long-term visual contrast could appear prominent from some viewing locations and cause moderate to high levels of visual change and result in a significant visual impact. Given that the proposed Project would be primarily located within an existing ROW and/or accessible by adjacent public roadways, it is anticipated that only a limited amount of ground surface disturbance and use of graveled surfaces would occur. It is also expected that, given the relatively flat terrain through which the proposed Project would pass, the need for grading would be limited. However, should ground disturbance or the establishment of graveled surfaces occur, the prominent visual contrast associated with those Project aspects can be reduced to levels that would be less than

significant through effective implementation of Mitigation Measure AES-3 (*Reduce Color Contrast of Graveled Surfaces*) [Class II].

Mitigation Measure for Impact AES-3

AES-3 Reduce color contrast of gravelled surfaces. Where construction would unavoidably introduce gravelled surfaces visible from sensitive public viewing locations, the gravelled surfaces shall be treated with an appropriate color or material (e.g., Natina Concentrate, Eonite, or Permeon, or similar). The colorant material shall be approved by the California Public Utilities Commission (CPUC), and the intent shall be to reduce the visual contrast created by placing the lighter-colored rock adjacent to darker soil and vegetated surroundings. Southern California Edison (SCE) shall consult with the CPUC and/or their authorized representative(s) on a site-by-site basis and obtain written approval prior to the use of any colorants.

Impact AES-4 (Criterion AES1): Construction could result in visual contrast associated with the marking of natural features. (Class II)

Often during the course of project construction, paint or permanent discoloring agents are applied to rocks or vegetation to indicate survey or construction activity limits or to provide direction for construction activities. In some cases, such markings can result in long-term visible color contrast and significant visual change. The visual contrast associated with the marking of natural features can be reduced to a level that would be less than significant through effective implementation of Mitigation Measure AES-4 (*Prohibit Construction Marking of Natural Features*) [Class II].

Mitigation Measure for Impact AES-4

AES-4 Prohibit construction marking of natural features. Southern California Edison shall not apply paint or permanent discoloring agents to rocks or vegetation to indicate survey or construction activity limits or for any other purpose.

Impact AES-5 (Criterion AES1): Construction could result in visual contrast associated with fugitive dust, waste, and trash. (Class II)

Grading activities for the construction of specific sites, access roads, and spur roads have the potential to generate dust clouds, creating visual contrast that can significantly degrade the visual quality of a site. Given that the proposed Project would be primarily located within an existing ROW and/or accessible by adjacent public roadways, it is anticipated that only a limited amount of ground surface disturbance and associated fugitive dust would occur. However, to the extent that fugitive dust occurs during construction, effective implementation of Mitigation Measures AQ-1 (*Fugitive Dust Control*) can reduce this impact to a less-than-significant level. Also, during construction, there is the potential for trash and food-related waste to be discarded inappropriately at construction sites and then be transported by wind and/or animals across the landscape, resulting in additional, significant visual contrast and degradation of landscape quality and character. Effective implementation of Mitigation Measure BIO-2 (Implement Best Management Practices, Section C.5 Biological Resources) can reduce this impact to a less-than-significant level (Class II).

Mitigation Measure for Impact AES-5

AQ-1 Fugitive Dust Control. (Section C.4 Air Quality)

BIO-2 Implement Best Management Practices. (Section C.5 Biological Resources)

Impact AES-6 (Criterion AES1): Long-term presence of the Project would result in landscape changes that degrade existing visual character or quality. (Class I)

Impact AES-6 considers the permanent impacts (i.e., operational effects) of the proposed Project. The analysis of operational effects was conducted with respect to: (1) visual change perceived from representative static KOPs at sensitive public viewing locations, and (2) the potential for project night lighting and daytime glare and visual effects. As previously stated, visual effects associated with proposed Project operation are typically direct effects. Therefore, the operational effects addressed in this section should be considered direct effects, unless otherwise noted.

KOP and Linear Viewpoint Analyses

An in-depth visual analysis of operational effects was conducted for the sensitive view areas represented by KOPs 1 through 9 (Figures C.2-2a through C.2-10b). The results of the effects analysis are discussed below.

KOP 1 – Leon Road at Simpson Road in the City of Menifee. Figure C.2-2a presents a view to the north along the proposed ROW from Leon Road, just north of Simpson Road. The ROW would be located along the east side of Leon Road. The image captures a rural, undeveloped landscape consisting of valley floor, reclamation ponds, agricultural fields, and the rocky form of Double Butte Mountain (west peak). Figure C.2-2b presents a visual simulation of the addition of an aboveground wood-pole subtransmission line along the east side of Leon Road. Given the unobstructed sightlines, travelers on Leon Road and nearby residents would be afforded extended viewing durations of the structures.

As shown in the simulation, the proposed Project would result in the addition of a visually prominent aboveground wood-pole subtransmission line along the east side of Leon Road. Although the new poles would appear similar to other wood poles in the immediate vicinity, the new structures would result in view impairment (blockage) of the background sky and landforms (Double Butte Mountain). The noticeable skylining would exacerbate the visual prominence of the structures.

In the context of the existing nearby utility structures, the additional structures to be added along the east side of Leon Road would result in moderate visual contrast and would appear co-dominant relative to the scale of the existing landscape features. The visually prominent structures would attract the attention of the casual observer, and view blockage of higher value landscape features (background sky, Double Butte Mountain, and other ridgelines) would be moderate.

The overall visual change would be moderate, and in the context of the existing landscape's moderate visual sensitivity, the resulting visual effect would be adverse but less than significant (Class III).

KOP 2 – Domenigoni Parkway. Figure C.2-3a presents a view to the east toward the existing subtransmission line span of Domenigoni Parkway at Leon Road, from westbound Domenigoni Parkway, just west of Leon Road. The image captures a view across a portion of Domenigoni Valley that encompasses a predominantly rural, undeveloped landscape containing the curvilinear form of the parkway and bordered by rocky ridges and hills. Figure C.2-3b presents a visual simulation of the replacement of the existing wood-pole distribution line with a substantially larger facility consisting of TSPs and LWS poles. Given the open and unobstructed sightlines and position of the facility within the primary cone of vision of both eastbound and westbound directions, travelers on Domenigoni Parkway would be afforded extended viewing durations of the new structures.

As shown in the simulation, the proposed Project would introduce noticeably taller and more industrial-appearing structures, causing greater visual obstruction (view blockage) of the background San Jacinto

Mountains (when approaching from the west) and sky and ridges (when approaching from the east). The increased skylining would exacerbate the prominence of the new structures, and would generally occur in the roadway segments closely approaching (i.e., within approximately 0.20 to 0.24 mile) the span.

The new, taller structures would result in moderate to high visual contrast and would appear co-dominant relative to the scale of the existing landscape features. The visually prominent structures would attract the attention of the casual observer, and view blockage of higher value landscape features (background sky, San Jacinto Mountains, and other ridgelines) would be moderate to high. The overall visual change would be moderate to high, and in the context of the existing landscape's moderate to high visual sensitivity, the resulting visual impairment of eastbound panoramic views across the valley to the San Jacinto Mountains would be significant.

However, the impact described under KOP 2 is essentially a worst-case scenario and is only representative of the localized and very brief viewing experience of the close approach to the span from eastbound and westbound travel directions. It is not representative of the overall viewing experience of the proposed Project from Domenigoni Parkway and broader context as the roadway passes through Domenigoni Valley. The more representative visual impact is discussed in the following section under the Linear Viewpoint Analysis for Domenigoni Parkway.

Linear Viewpoint – Domenigoni Parkway. Section C.2.1.2, Figure C.2-3c, and Table C.2-1 present a linear viewpoint analysis of proposed Project views from Domenigoni Parkway in Domenigoni Valley. A linear viewpoint analysis was conducted for Domenigoni Parkway because of the available scenic views of the San Jacinto Mountains, in particular and to provide a more encompassing viewing context for the very localized analysis of KOP 2. Unlike stationary KOP views (i.e., KOP 2), transient views while traveling along a roadway are variable and constantly change depending on viewing angles, the presence of intervening screening, and even rate of travel speed. The following paragraph briefly encapsulates the overall effect on views from both the eastbound and westbound directions of travel on Domenigoni Parkway.

The linear viewpoint analysis (Section C.2.1.2 Environmental Setting by Segment) covered Domenigoni Parkway from the intersecting ridge approximately 0.37 mile east of Lindemberger Road (in the west) to just east of the intersection with Patterson Avenue (in the east), an overall travel distance of approximately 3.76 miles. The endpoints define the approximate locations from which the proposed Project would become potentially visible (depending on screening), though the proposed Project may not be noticeable in the greater landscape context. As shown on Figure C.2-3c, the proposed Project only becomes visually dominant when closely approaching the proposed Project span at Leon Road and structure skylining begins that draws greater attention to the new transmission line structures. These segments of visual dominance occur for very short distances (approximately 0.20 to 0.24 mile on either side of the span) and can potentially be traveled in 11 to 13 seconds depending on signalization at the Leon Road intersection. These affected travel distances represent approximately 5 to 6 percent of the overall travel distance in the field of study (see Table C.2-1 and Figure C.2-3c) and are where the worst-case visual impact occurs on views from Domenigoni Parkway. This is the visual impact discussed under the static viewpoint KOP 2 above. However, while the visual impact described under KOP 2 for these road segments is considered significant, it is not representative of the overall viewing experience as one travels along Domenigoni Parkway through Domenigoni Valley. The more representative visual impact on Domenigoni Parkway is as shown in Figure C.2-3c and Table C.2-1.

The existing structural context is also an important consideration in the assessment of views along Domenigoni Parkway and includes the existing steel-pole line at the western terminus of the Linear Viewpoint Analysis study area, the existing wood-pole line at the Leon Road span that is being replaced by

the proposed Project, and several existing wood-pole utility lines that cross Domenigoni Parkway east of Leon Road. Utility spans of Domenigoni Parkway are, therefore, not an unusual occurrence. Given this existing structural context, the minimal affected travel distance described above, and the relatively limited view durations of proposed Project dominance (approximately 11 to 13 seconds of travel time), the overall visual effect on the viewing experience from Domenigoni Parkway is not considered substantial. Additionally, the majority of views of the San Jacinto Mountains (the landscape feature of greatest visual interest) from Domenigoni Parkway remain unaffected because the substantial majority of Domenigoni Parkway is located east of the span.

In summary, the overall visual change that would be experienced over the eastbound and westbound linear extent under evaluation would be moderate, and in the context of the existing landscape's moderate to high visual sensitivity, the resulting visual impact would be adverse but less than significant (Class III).

KOP 3 – Leon Road North of Holland Road. Figure C.2-4a presents a view to the north along the proposed Project route from Leon Road, just north of Holland Road. The image captures an existing wood-pole utility line along the east side of an unpaved portion of Leon Road between Domenigoni Parkway to the north and Holland Road to the south. The landscape is predominantly rural and undeveloped with a rocky ridge featuring prominently in the view along Leon Road. Figure C.2-4b presents a visual simulation of the replacement of the existing wood-pole subtransmission line with substantially taller wood poles and TSPs, slightly to the east of the current line's position. Given the open and unobstructed sightlines and position of the facility within the primary cone of vision of both northbound and southbound directions, travelers on Leon Road would be afforded extended viewing durations of the new structures.

As shown in the simulation, the proposed Project would introduce noticeably taller and more industrial-appearing (for the TSPs) and structurally complex poles, causing greater visual obstruction (view blockage) of the background sky and ridges. The increased skylining would exacerbate the prominence of the new structures.

The incremental difference between the present structures and the proposed, taller structures would cause moderate visual contrast and would appear co-dominant relative to the scale of the existing landscape features. The visually prominent structures would attract the attention of the casual observer, and view blockage of higher value landscape features (background sky and ridgelines) would be moderate to high.

The overall visual change would be moderate, and in the context of the existing landscape's moderate visual sensitivity, the resulting visual impact would be adverse but less than significant (Class III).

KOP 4 – Leon Road north at Fowler Drive. Figure C.2-5a presents a view to the north along the proposed Project route from northbound Leon Road, at Fowler Drive, south of Scott Road. The image captures an existing wood-pole utility line along the west side of Leon Road in the eastern portion of Paloma Valley. The landscape is predominantly rural residential, backdropped by rocky ridges and the irregular to rounded form of Double Butte Mountain. Figure C.2-5b presents a visual simulation of the replacement of the existing wood-pole subtransmission line with a new wood-pole subtransmission line, approximately 18 feet to the west of the existing line. The new structures would be taller and more numerous, and would appear slightly more structurally complex in order to carry the additional conductors. Given the open and unobstructed sightlines and position of the facility within the primary cone of vision of both northbound and southbound directions, travelers on Leon Road and adjacent residents would be afforded extended viewing durations of the new structures.

As shown in the simulation, the proposed Project would exhibit greater industrial character due to the increased structural numbers and complexity and additional conductors. The Project would also cause

greater visual obstruction (view blockage) of the background sky, rocky ridge, and Double Butte Mountain, and exhibit increased skylining, which would exacerbate structural prominence.

The incremental difference between the present structures and the proposed, taller and more structurally complex poles would cause moderate to high visual contrast and would appear co-dominant relative to the scale of the existing landscape features. The visually prominent structures would attract the attention of the casual observer, and view blockage of higher value landscape features (background sky and ridgelines) would be moderate to high.

The overall visual change would be moderate to high and in the context of the existing landscape's moderate to high visual sensitivity, the resulting visual impact would be adverse but less than significant (Class III). This conclusion is based on the attenuation of the incremental visual impact achieved by the presence of the existing facility, without which the resulting incremental visual effect would be substantially greater.

KOP 5 – Lantana Way at Leon Road. Figure C.2-6a presents a view to the north from the recreation trail at the intersection of Lantana Way and Leon Road. The image captures a suburban residential landscape with open, relatively unobstructed views to distant ridges and mountains. Figure C.2-6b presents a visual simulation of the addition of a visually prominent, aboveground, wood-pole subtransmission line along the east side of Leon Road adjacent to an existing neighborhood recreation trail. Given the open and unobstructed sightlines to the proposed facility, users of the recreation trail, travelers on Leon Road, and adjacent residents would be afforded extended viewing durations of the new structures.

As shown in the simulation, the proposed Project would be prominently visible, adding industrial character to a landscape presently absent similar features. Also, the prominent linear, vertical forms and lines of the poles would contrast with the existing landscape characteristics. The proposed Project would also cause greater visual obstruction (view blockage) of the background sky, rocky ridge, and Double Butte Mountain, and exhibit increased skylining, which would exacerbate structural prominence.

Absent similar structures and character in the existing landscape (aside from intermittent street lights), the proposed new facility would cause a high degree of visual contrast and would be dominant relative to the scale of the existing landscape features. The visually prominent structures would attract the attention of the casual observer, and view blockage of higher value landscape features (background sky and ridgelines) would be high.

The overall visual change would be high, and in the context of the existing landscape's high visual sensitivity, the resulting visual impact would be significant and unavoidable (Class I). This conclusion is based on the general lack of similar structural context in the existing landscape. Section D (Alternatives) includes consideration of an undergrounding alternative to address this potentially significant and unavoidable impact.

KOP 6 – Westbound SR 79. Figure C.2-7a presents a view to the southwest from westbound SR-79 (Winchester Road), viewing toward the existing subtransmission line span of SR-79 at Max Gillis Boulevard. The image captures the open, undeveloped landscape that surrounds the intersection and an existing wood-pole utility line that terminates at a riser pole on the south side of the intersection. Figure C.2-7b presents a visual simulation of the replacement of the existing wood-pole subtransmission line and extension (to the south) with substantially taller wood poles. Given the open and unobstructed sightlines and position of the facility within the primary cone of vision of both eastbound and westbound travel directions, travelers on SR-79 would be afforded Extended viewing durations of the new structures.

As shown in the simulation, the proposed Project would introduce a noticeably taller and structurally more complex subtransmission line that would exhibit greater industrial character. The Project would also result in greater visual obstruction (view blockage) of the background sky and ridges. The increased skylining would result in increased visual contrast and exacerbate the prominence of the new structures.

The incremental difference between the present facility and the proposed, extended facility would cause Moderate visual contrast and would appear Co-dominant relative to the scale of the existing landscape features. The visually prominent structures would attract the attention of the casual observer, and view blockage of higher value landscape features (background sky and ridgelines) would be Moderate to High.

The overall visual change would be Moderate, and in the context of the existing landscape's Moderate to High visual sensitivity, the resulting visual impact would be adverse but less than significant (Class III). This conclusion is based on the attenuation of the incremental visual impact achieved by the presence of the existing facility, without which, the resulting incremental visual effect would be substantially greater.

KOP 7 – Benton Road. Figure C.2-8a presents a view to the east toward the proposed location of the Project span of Benton Road, from Benton Road, just east of Penfield Lane. The image captures a portion of the remnants of the rural landscape that is in transition to residential suburbs along Benton Road. An existing, structurally-complex, wood-pole utility line supporting multiple subtransmission and distribution lines is prominently visible along the south side of Benton Road. Figure C.2-8b presents a visual simulation of the proposed Project's span of Benton Road to connect to the existing wood-pole subtransmission line on the south side of the road. The proposed span would be prominently visible within the primary cone of vision of both eastbound and westbound travelers on Benton Road, affording extended viewing durations of the new structures.

As shown in the simulation, the proposed Project would introduce prominent TSP subtransmission structures into the views from Benton Road. The new TSPs would exhibit greater industrial character than the existing wood poles and would noticeably increase the view impairment (blockage) of higher value background landscape features (sky, ridges, and mountains). The additional skylining would exacerbate the prominence of the new structures and resulting visual contrast.

The incremental difference between the present facilities along Benton Road and the proposed, additional facility to be added at the span would cause moderate visual contrast and would appear co-dominant relative to the scale of the existing landscape features. The visually prominent structures would attract the attention of the casual observer, and view blockage of higher value landscape features (background sky and ridgelines) would be moderate to high.

The overall visual change would be moderate, and in the context of the existing landscape's moderate visual sensitivity, the resulting visual impact would be adverse but less than significant (Class III). This conclusion is based on the attenuation of the incremental visual impact achieved by the presence of the existing facility, without which, the resulting incremental visual effect would be substantially greater.

KOP 8 – Murrieta Hot Springs Road. Figure C.2-9a presents a view to the southwest toward the existing subtransmission line span of Murrieta Hot Springs Road, from westbound Murrieta Hot Springs Road, just east of the span and Chandler Drive. The image captures the existing subtransmission line and roadway span that would be reconductored to accommodate the proposed Project. Figure C.2-9b presents a visual simulation illustrating the replacement of the existing 653 kcmil aluminum conductor steel-reinforced (ACSR) conductors with the proposed 954 kcmil stranded aluminum conductor (SAC) conductors.

As shown in the simulation, the proposed Project would result in the replacement of the existing conductors with slightly larger diameter conductors (1.124-inch diameter for new versus 0.953-inch for existing), which would appear only slightly more visually prominent and would likely not be noticed by the casual observer. The incremental difference between the present conductors and the proposed conductors would be negligible. The resulting visual contrast would be low, and the new conductors would remain subordinate to co-dominant components of the landscape. The very slight increase in view blockage of the background sky, would also likely not be noticed by the casual observer and would be low.

The overall visual change would be low, and in the context of the existing landscape's moderate to high visual sensitivity, the resulting visual impact would be adverse but less than significant (Class III). This conclusion is largely based on the minimal perceptible change that would occur as a result of proposed Project implementation and no mitigation measures are required.

KOP 9 – Suzi Lane. Figure C.2-10a presents a view to the north along the existing subtransmission line route along Chandler Drive, from Suzi Lane, just west of Chandler Drive. The image captures the existing subtransmission line that would be reconducted to accommodate the proposed Project. Figure C.2-10b presents a visual simulation illustrating the replacement of the existing 653 kcmil ACSR conductors with the proposed 954 kcmil SAC conductors.

As shown in the simulation, the proposed Project would result in the replacement of the existing conductors with slightly larger diameter conductors, which would appear only slightly more visually prominent and would likely not be noticed by the casual observer. The incremental visual difference between the present conductors and the proposed conductors would be negligible. The resulting visual contrast would be low, and the new conductors would remain subordinate to co-dominant landscape features. The very slight increase in view blockage of the background sky, would also likely not be noticed by the casual observer and would be low.

The overall visual change would be low, and in the context of the existing landscape's moderate to high visual sensitivity, the resulting visual impact would be adverse but less than significant (Class III). This conclusion is largely based on the minimal perceptible change that would occur as a result of the conductor upgrade and no mitigation measures are required.

Impact AES-7 (Criteria AES1 and AES2): Project could result in the use of night lighting or installation of reflective surfaces that could create a new source of substantial light or glare and adversely affect day or nighttime views in the area. (Class II)

It is anticipated that some construction activity could take place at night, which could result in significant adverse night lighting visual effects given the general lack of lighting along portions of the proposed Project route. A limited amount of additional lighting would also be added to the new switchrack at Valley 500/115-kV Substation, and some O&M activity could take place at night, which could result in significant adverse night lighting visual effects. There is also potential for daytime (or nighttime) glare off of the proposed Project's subtransmission structures that could cause undesirable glare effects. However, the potentially significant glare and night lighting effects can be reduced and managed to levels that would be less than significant through effective implementation of Mitigation Measures AES-5 (*Minimize Night Lighting at Construction Sites and Project Facilities*) and AES-6 (*Treat Structure Surfaces*) [Class II]. Furthermore, it should be noted that SCE has committed in their project description to comply with local ordinances regarding work hours, and would be limiting night work to extraordinary activities. SCE has also stated that they would provide advance notification when they need to conduct work at night.

Mitigation Measures for Impact AES-7

AES-5 Minimize night lighting at construction sites and project facilities. Southern California Edison (SCE) shall avoid night lighting where possible and minimize its use under all circumstances. To ensure this, SCE shall prepare a Night Lighting Management Plan for both construction and O&M. The Plan shall specify the following:

- Use of portable truck-mounted lighting.
- Emphasis on use of low-pressure sodium (LPS) or amber light-emitting diode (LED) lighting.
- White lighting (metal halide) would: a) only be used when necessitated by specific work tasks; b) would not be used for dusk-to-dawn lighting; and c) would be less than 3,500 Kelvin color temperature.
- All lamp locations, orientations, and intensities including security, roadway, and task lighting.
- Each light fixture and each light shield.
- Total estimated outdoor lighting footprint expressed as lumens or lumens per acre.
- Detailed list of anticipated circumstances and activities that would require night lighting including the expected frequency of the activity, the duration of the activity, and the expected amount of lighting that would be necessary for that activity.
- Light fixtures that could be visible from beyond Project facility boundaries shall have cutoff angles sufficient to prevent lamps and reflectors from being visible beyond the Project facility boundary, including security lighting.
- Motion sensors and other controls to be used, especially for security lighting such that lights operate only when the area is occupied.
- Surface treatment specification that will be employed to minimize glare and sky glow.

The Night Lighting Management Plan shall also consider the following factors:

- All temporary construction lighting and permanent exterior lighting shall include: (a) lamps and reflectors that are not visible from beyond the construction site or facility including any off-site security buffer areas; (b) lighting that shall not cause excessive reflected glare; (c) direct lighting that shall not illuminate the nighttime sky, except for required Federal Aviation Administration aircraft safety lighting (which, if required, shall be an on-demand, audio-visual warning system that is triggered by radar technology); (d) minimization of illumination of the proposed Project and its immediate vicinity; (e) avoidance of sky glow caused by Project lighting will be avoided; and (f) compliance with local policies and ordinances to be outlined in the Night Lighting Management Plan. All permanent light sources shall be below 3,500 Kelvin color temperature (warm white) and shall be full cutoff fixtures.
- Always-on security lighting is to be limited to one low-wattage, fully shielded, full cutoff light fixture at the main entrance to facilities. All other security lighting is to be motion activated only through the use of passive infrared sensors and controlled as specific zones such that only targeted areas are illuminated. No other lighting is to be utilized on a nightly basis when a facility is not occupied.
- Lighted nighttime maintenance is to be minimized or avoided as a routine practice and should occur only during emergencies.

The draft Night Lighting Management Plan shall be submitted to the California Public Utilities Commission (CPUC) at least 60 days prior to the start of construction. Following the CPUC's review of the draft plan, and at least 15 days prior to the start of construction, SCE shall submit to the CPUC for review and approval, a final Night Lighting Management Plan. Construction activities shall not start until CPUC's approvals of the plan have been received.

AES-6 Treat structure surfaces. Southern California Edison (SCE) shall treat the surfaces of all structures visible to the public such that: a) their colors minimize visual contrast by blending with the characteristic landscape colors; and b) their colors and finishes do not create excessive glare. SCE should consult with applicable city and county agencies regarding the colors and finishes used on project structures. The subtransmission facilities and conductors shall be non-specular and non-reflective, and the insulators shall be non-reflective and non-refractive (SCE has stated in their project description that they will use non-specular 954 SAC conductors). SCE shall use appropriate colors that blend effectively with the surrounding landscape. SCE has stated in their project description that the TSPs will have a “dulled galvanized finish.”

SCE shall provide to the CPUC for review, a Surface Treatment Plan describing the materials and dulling treatment proposed along with samples of treated material. The plan shall also describe the application of any post-manufacture colors and textures to new facility structures, and explain how the overall Project design will reduce glare and minimize visual intrusion and contrast by blending the facilities with the landscape. The plan shall be submitted to CPUC at least 60 days prior to ordering the first structures that are to be color-treated during manufacture or prior to construction of any of the facility components, whichever comes first. If the CPUC notifies SCE that revisions to the plan are needed before the plan can be approved, within 30 days of receiving that notification, SCE shall prepare and submit for review and approval a revised plan. The Surface Treatment Plan shall include the following components and specifications.

- Specification, and 11” x 17” color simulations at life-size scale, of the treatment proposed for use on structures, including structures treated during manufacture.
- A list of each major structure and/or pole specifying the color(s) and finish(es) proposed for each (colors must be identified by name and by vendor brand or a universal designation).
- Two sets of brochures and/or color chips for each proposed color.
- A detailed schedule for completion of the treatment.
- A procedure to ensure proper treatment maintenance for the life of the proposed Project.
- Until SCE receives notification of approval of the Surface Treatment Plan by the CPUC, SCE shall not specify to the vendors the treatment of structures for manufacture and shall not perform the final treatment on structures treated on site. Additionally, construction activities shall not start until approval of the plan from the CPUC has been received. Within 14 days following the completion of treatment on any facility component, SCE shall notify the CPUC that the component (e.g., structure) is ready for inspection.

Criterion AES3: Have a substantial adverse effect on a scenic vista.

A scenic vista is generally considered a specific viewpoint or viewing location (often an elevated overlook) that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are frequently officially designated by public agencies and are often signed and accessible to the public for the express purposes of viewing and sightseeing. Although there are expansive views of the surrounding landscape throughout the proposed Project study area, there are no officially designated or community recognized scenic vista viewpoints in the Project study area. Therefore, no impact would occur under this criterion.

Criterion AES4: Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings with a State scenic highway.

While there are no Officially Designated State Scenic Highways with views of the proposed Project, I-15 and SR-74 are Eligible State Scenic Highways, and I-215, McCall Boulevard (between I-215 and Menifee Road), and Menifee Road (between McCall Boulevard and SR-74) are County Eligible Scenic Highways with

views of the proposed Project. However, in all cases, either the proposed Project would not be visible from the eligible highway or the Project components that would be visible would be consistent with the existing landscape conditions.

Specifically, portions of the northern-most segment of the proposed Project would be visible to both McCall Boulevard and Meniffee Road. But this portion of the proposed Project would be located within an existing utility corridor and would involve replacing existing LWS poles with new LWS poles. As a result, this portion of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

The southern portion of the proposed Project (Segment 2) would only involve reconductoring an existing subtransmission line within an existing ROW and would be located approximately three or more miles east of I-215 (County Eligible Scenic Highway) and I-15 (State Eligible Scenic Highway). As a result this portion of the proposed Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Under this criterion, there would be no impacts from the proposed Project.

C.2.4.4 Cumulative Impacts

Geographic Extent/Context

The geographic scope for the analysis of cumulative impacts associated with aesthetics includes both local and regional viewsheds. Local cumulative effects occur within the immediate proposed Project viewshed (projects, activities, and landscapes visible within the same field of view as the proposed Project) and would generally be visible along the proposed Project ROW and from nearby residential, commercial, and recreational areas; open space; roads; and major transportation corridors. Regional cumulative effects occur when viewers perceive that the general visual quality or landscape character of a regional area (e.g., along the I-215, SR-74, or SR-79 travel corridors) is diminished by the proliferation of visible similar structures or construction effects, even if the changes are not within the same field of view as existing or known future structures or facilities. The result is a perceived “industrialization” or “urbanization” of the existing landscape character for the broader region.

In the present case, because of the relatively small scale of the proposed Project, the geographic scope is limited to the local viewshed. This becomes apparent when considering views of the proposed Project from the major travel corridors that would be contributory to the regional context. At an approximate viewing distance of three miles or greater from I-215, none of the Project components would be readily noticeable to the casual observer on I-215. From SR-74, the structure replacements along the northern-most portion of Segment 1 in the vicinity of Valley 500/115-kV Substation would have limited visibility and would be seen in the context of the substation and the numerous subtransmission and distribution lines in the immediate vicinity. As a result, the proposed Project changes to the landscape would generally not be noticed by the casual observer on SR-74 as they pass by Segment 1. From SR-79, only the reconductoring of Segment 2 would be visible and the change in conductors would not be noticeable to the casual observer. As a result, the proposed Project would not contribute to a sense of either industrialization or urbanization of the greater regional landscape, the boundaries of which can be very generally defined by the City of Meniffee to the west, Homeland to the north, City of Hemet to the east, and cities of Murrieta and Temecula to the south.

Existing Cumulative Conditions

The proposed Project area has historically consisted of agricultural and undeveloped lands. However, in recent decades, a dramatic urbanization of the landscape has taken hold with much of the general Project area converting from either undeveloped agricultural fields or dispersed rural residences to modern suburban residential tract and commercial/retail developments. This trend is most clearly seen as development migrates: (1) south from Romoland/Homeland along Menifee Road; (2) east from the general City of Menifee area along the major east-west roadways (McCall Boulevard, Domenigoni Parkway, and Scott Road); and (3) northwest from the cities of Murrieta and Temecula along SR-79. Along with the suburban development has come additional overhead subtransmission and distribution lines, though most utilities are being undergrounded within the newer residential subdivisions. Also, rural unpaved roads are gradually converting to paved facilities with greater capacity. As a result, the overall landscape is transitioning from its historical rural character to the typical suburban character common to much of the Inland Empire and more broadly, southern California.

Cumulative Impact Analysis

Construction of the proposed Project was found to have an incremental contribution to cumulative effects on aesthetics. Table C.1-1 lists 38 projects that were identified for the cumulative analysis. Of the 38 projects, 31 projects would be urban/suburban development projects that would not exhibit the industrial characteristics similar to the proposed Project. These urban/suburban development projects may, in combination with the proposed Project, contribute to cumulative construction impacts (discussed below) but would not result in cumulative operational impacts in conjunction with the proposed Project because the casual observer would not perceive any type of visual association or comparability between the urban/suburban development projects and the proposed subtransmission line.

Of the remaining seven cumulative projects, five projects (Nos. 16 and 33 through 36 on Figure C.1-1) consist of modifications to the Valley 500/115-kV Substation and would be located entirely within the existing substation boundaries. Therefore, these five substation modifications would not result in cumulative construction or O&M impacts in conjunction with the proposed Project because they would either not be noticeable or not be distinguishable from routine activities at the substation. The two remaining projects (No. 24 – communication tower and No. 37 – TSP replacement and line reconfiguration) would be visible within the same field of view and exhibit similar industrial characteristics as the proposed Project. As a result, they have the potential to result in both local cumulative construction and local cumulative O&M impacts, though neither of these two cumulative projects would, in conjunction with the proposed Project, result in regional cumulative effects for the reasons previously discussed.

While it cannot be known at this time if construction of any of the cumulative projects would actually occur during construction of the proposed Project, it can be said that concurrent construction of the proposed Project and any of the other cumulative projects in the local viewshed would lead to the continued or expanded presence and visibility of construction-related effects in the landscape and local Project region for potentially several years, resulting in cumulatively adverse visual effects. These effects could be substantial, particularly if visible to sensitive viewing populations and would require the effective application of mitigation measures. The potential cumulative visual impacts are described below under the appropriate significance criteria for both proposed Project construction and O&M.

Construction Impacts

Criterion AES1: Substantially degrade the existing visual character or quality of the site and its surroundings.

The majority of the proposed Project impacts associated with construction fall under this impact criterion. As previously noted, substantial degradation results from higher levels of visual contrast, project dominance, and view blockage. Visual contrast relates to spatial characteristics, visual scale, form, line, color, and texture. If construction at any of the 38 cumulative projects were to occur at the same time as, or consecutively before or after, construction of the proposed Project, aesthetically adverse construction effects could visually combine with similar effects of proposed Project construction as follows.

Impact AES-1: Construction would result in adverse visual effects due to the presence of equipment, vehicles, materials, and workforce. Construction of the proposed Project and one or more cumulative projects could cause temporary cumulative visual effects due to the presence of equipment, vehicles, materials, and workforce if these effects are visible within the same field of view. The majority of construction activities and equipment brought into the proposed Project local viewshed and onto the sites of the proposed and cumulative projects would be temporary in nature and would, therefore, not typically result in a substantial long-term visual impact. If cumulative construction activities extend over a longer period due to the occurrence of sequential activities, however, construction impacts may extend over a longer term. These construction impacts, though, are not expected to be significant and can be reduced through effective implementation of Mitigation Measure AES-1 (*Screen Construction Activities from View*).

Impact AES-5: Construction could result in visual contrast associated with fugitive dust, waste, and trash. Construction of the proposed Project and one or more cumulative projects has the potential to cause fugitive dust, creating visual contrast that can substantially degrade the quality of local views if dust arises from multiple work sites within the viewshed. Given that the proposed Project would be primarily located within an existing ROW and/or accessible by adjacent public roadways, it is anticipated that only a limited amount of ground surface disturbance would occur. Therefore, this construction effect is not expected to be significant with effective implementation of Mitigation Measure AQ-1 (*Fugitive Dust Control*). Also, there is the potential for trash and food-related waste to be discarded inappropriately at multiple construction sites and then be transported by wind and/or animals across the landscape, resulting in additional cumulative visual contrast and degradation of landscape quality and character. However, these construction effects are not expected to be significant with effective implementation of Mitigation Measure BIO-2 (*Implement Best Management Practices, Section C.5 Biological Resources*).

Criterion AES2: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Cumulative visual impacts under this criterion would be as described for Impact AES-6 (Project construction and operation could result in the use of night lighting or installation of reflective surfaces, which could cause undesirable night light and glare effects). If night lighting at multiple project construction sites becomes visible within the same field of view, an adverse cumulative visual impact could occur. Likewise, if daytime structural surface glare from multiple construction sites becomes visible in the same field of view, an adverse cumulative visual impact could occur. However, these potential night lighting and glare effects can be reduced and managed to less-than-significant levels through effective implementation of Mitigation Measures AES-5 (*Minimize Night Lighting at Construction Sites and Project Facilities*) and AES-6 (*Treat Structure Surfaces*).

Operational Impacts

Criterion AES1: Substantially degrade the existing visual character or quality of the site and its surroundings.

The majority of Project impacts associated with O&M fall under this impact criterion as discussed below for Impact AES-6.

Impact AES-6: Long-term presence of the Project would result in landscape changes that degrade existing visual character or quality. Impact AES-6 considers the permanent impacts (i.e., operational effects) of the proposed and cumulative Projects. Two cumulative projects would both be located within the same field of view as that of the proposed Project. Cumulative Project No. 24 would involve the addition of facilities to an existing communication tower that would be located approximately 0.5 mile west of the proposed Project and north of Benton Road. While the communication tower would share similar structural characteristics with the subtransmission structures of the proposed Project (industrial character and vertical structure with prominent linear form and line), the incremental changes to the existing structure would be minimally noticeable to the casual observer. While the cumulative project would be marginally within the field of view of the proposed Project, it would be minimally noticeable and from some vantage points, would be very difficult to discern when backdropped by the terrain to the west. Therefore, the cumulative visual impact of the proposed Project combined with Project No. 24 is expected to be adverse but less than significant (Class III).

Cumulative Project No. 37 would involve the replacement of a TSP and reconfiguration of a portion of an existing subtransmission line on the south side of Nicolas Road at the southern terminus of the proposed Project. While Cumulative Project No. 37 would share similar visual characteristics as the proposed Project and would be located within the immediate field of view of the proposed Project, this portion of the proposed Project would only involve the replacement of existing conductors with slightly larger diameter conductors. As a result, the incremental change would largely go unnoticed by the casual observer, as would the replacement and reconfiguration of Cumulative Project 37. Therefore, the cumulative visual impact of the proposed Project combined with Cumulative Project No. 37 would be adverse but less than significant (Class III).

Criterion AES2: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

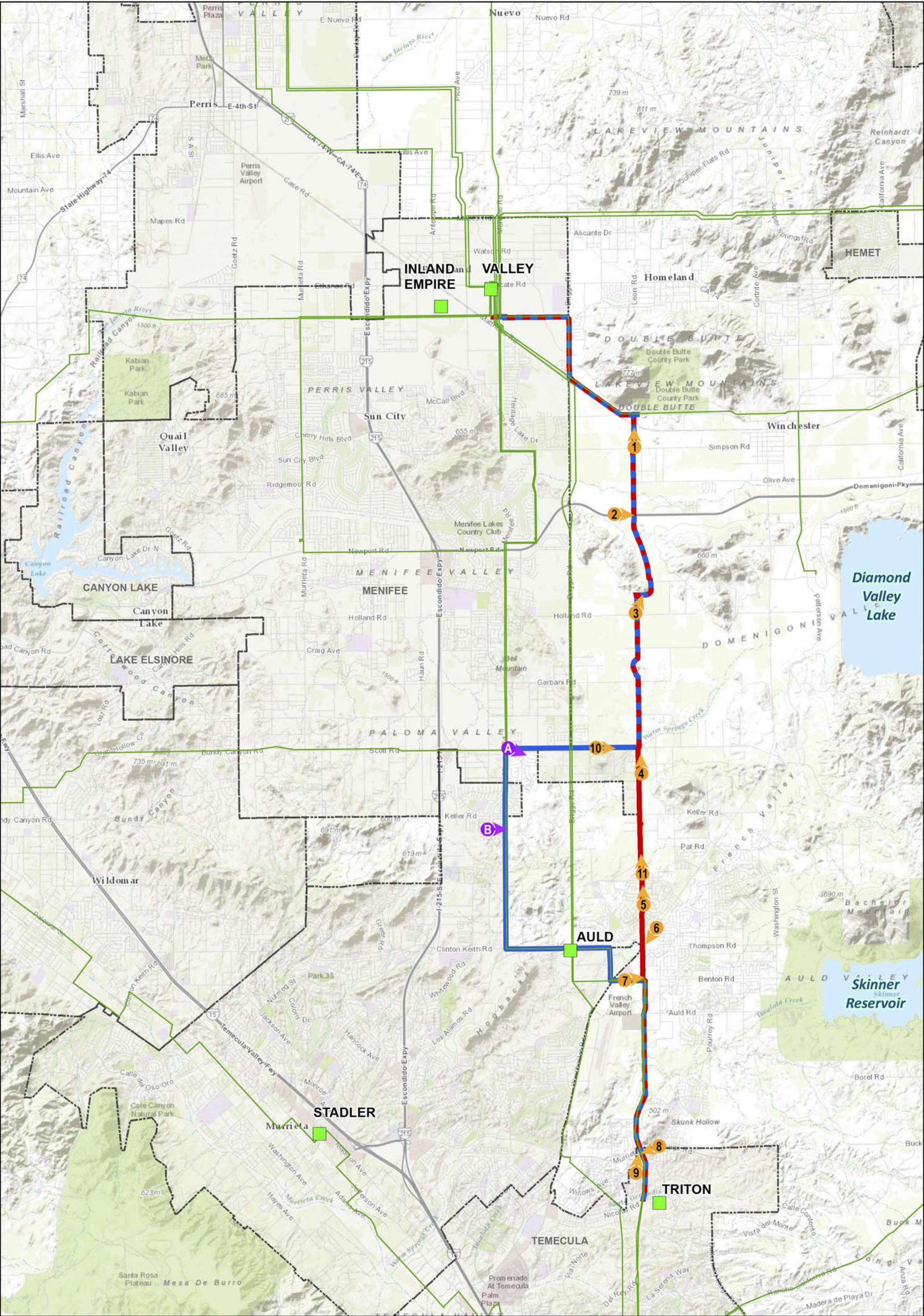
If night lighting at multiple project sites becomes visible within the same field of view, an adverse cumulative visual impact could occur. Likewise, if daytime structural surface glare from multiple projects becomes visible in the same field of view, an adverse cumulative visual impact could occur. However, these potential night lighting and glare effects can be reduced and managed to less-than-significant levels through effective implementation of Mitigation Measure AES-5 (*Minimize Night Lighting at Construction Sites and Project Facilities*) and Mitigation Measure AES-6 (*Treat Structure Surfaces*).

C.2.4.5 Impact and Mitigation Summary

This section summarizes the conclusions of the impact analysis and associated mitigation measures presented in Section C.2.4.2 (Impact Analysis – Direct and Indirect Effects) for the proposed Project. Table C.2-3 lists each impact identified for the proposed Project, along with the significance of each impact.

Table C.2-3. Impact and Mitigation Summary – Aesthetics		
Impact	Significance Conclusion	Reason for Conclusion
AES-1: Construction could result in adverse visual effects due to the presence of equipment, vehicles, materials, and workforce.	Class II	Potentially significant visual contrast associated with longer-term construction activities (e.g. construction yards) can be reduced to a less-than-significant level through implementation of Mitigation Measure AES-1 (<i>Screen Construction Activities from View</i>).
AES-2: Construction could result in visual contrast due to vegetation removal.	Class II	Visual contrast from vegetation removal could appear prominent from some viewing locations for many years and result in significant visual impacts. However, implementation of Mitigation Measures AES-2 (<i>Minimize Vegetation Removal and Ground Disturbance</i>) and BIO-4 (<i>Develop Habitat Restoration and Monitoring Plan</i>) would reduce the visual impact to a less-than-significant level.
AES-3: Construction could result in visual contrast associated with establishment of graveled surfaces.	Class II	Graveled surfaces could appear prominent from some viewing locations and cause moderate to high visual change. Visual impacts can be reduced to less-than-significant levels with Mitigation Measure AES-3 (<i>Reduce Color Contrast of Graveled Surfaces</i>).
AES-4: Construction could result in visual contrast associated with the marking of natural features.	Class II	Some markings applied to rocks or vegetation can result in long-term color contrast and substantial visual change. The contrast associated with the marking of natural features can be reduced to less-than-significant levels with implementation of Mitigation Measure AES-4 (<i>Prohibit Construction Marking of Natural Features</i>).
AES-5: Construction could result in visual contrast associated with fugitive dust, waste, and trash.	Class II	Effective implementation of Mitigation Measures AQ-1 (<i>Fugitive Dust Control</i>) and BIO-2 (<i>Implement Best Management Practices</i>) would reduce the potential significant impacts from fugitive dust and trash and food waste to less-than-significant levels.
AES-6: Long-term presence of the Project would result in landscape changes that degrade existing visual character or quality.	Class I	The permanent presence of the proposed Project would result in adverse significant and unavoidable impacts at two locations where the project would be placed in a new alignment (Class I). Class I impacts could not be reduced to less-than-significant levels.
AES-7: Project could result in the use of night lighting or installation of reflective surfaces that could create a new source of substantial light or glare and adversely affect day or nighttime views in the area.	Class II	Construction (and O&M) night lighting and the new switchrack lighting could result in adverse effects and reflective glare off of LWS and TSP structures. These potential effects can be reduced to less-than-significant levels through implementation of Mitigation Measures AES-5 (<i>Minimize Night Lighting at Construction Sites and Project Facilities</i>) and AES-6 (<i>Treat Structure Surfaces</i>).

- Class I:** **Significant impact; cannot be mitigated to a level that is less than significant.** A Class I impact is a significant adverse effect that cannot be mitigated below a level of significance through the application of feasible mitigation measures. Class I impacts are significant and unavoidable.
- Class II:** **Significant impact; can be mitigated to a level that is less than significant.** A Class II impact is a significant adverse effect that can be reduced to a less-than-significant level through the application of feasible mitigation measures presented in this EIR.
- Class III:** **Adverse; less than significant.** A Class III impact is a minor change or effect on the environment that does not meet or exceed the criteria established to gauge significance.
- Class IV:** **Beneficial impact.** A Class IV impact represents a beneficial effect that would result from project implementation.





 Existing Substation

 Existing Subtransmission Line

 City Boundaries

 Proposed 115 kV Subtransmission Line

 Common to Both

 Alternative 115 kV Subtransmission Line

 Key Observation Point (KOP)

 Additional Viewpoint

Figure C.2-1

KOP Locations



Source: SCE PEA Figure 4.1-7

Latitude: 33° 42' 25.89" N Longitude: 117° 7' 11.11" W

This image presents the **Existing View** to the north from **KOP 1** on northbound **Leon Road**, just north of Simpson Road, in the City of Menifee. This view encompasses a rural, undeveloped landscape consisting of valley floor, reclamation ponds, agricultural fields, and the rocky form of Double Butte Mountain (West) in eastern Menifee Valley. The above-ground portion of an existing wood-pole distribution line terminates, immediately north of KOP 1 on the west side of Leon Road (visible in the photo above).

KOP 1
Leon Rd. at Simpson Rd.
Existing View

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-2a



This image presents a **Visual Simulation** of the proposed Project from **KOP 1** on **Leon Road**, just north of Simpson Road in the City of Menifee. This simulation illustrates the addition of an aboveground wood-pole subtransmission line along the east side of Leon Road. The pole closest to the viewer would be a light-weight steel pole as the line would cross to the west side of Leon Road heading south from this location. The new wood poles would appear similar to the existing wood poles on the west side of Leon Road.

KOP 1
Leon Rd. at Simpson Rd.
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-2b



Michael Clayton & Associates

Latitude: 33° 41' 32.16" N Longitude: 117° 7' 23.40" W

This image presents the **Existing View** to the east from **KOP 2** on eastbound **Domenigoni Parkway**, just west of Leon Road. This view across a portion of Domenigoni Valley encompasses a predominantly rural, undeveloped valley landscape containing the curvilinear form of the parkway bordered by rocky ridges and hills. The dominant landscape feature in views to the east is the massive, angular form of the San Jacinto Mountains. An existing wood-pole line along Leon Road is visible in the center of the image.

KOP 2
Domenigoni Parkway
Existing View

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-3a

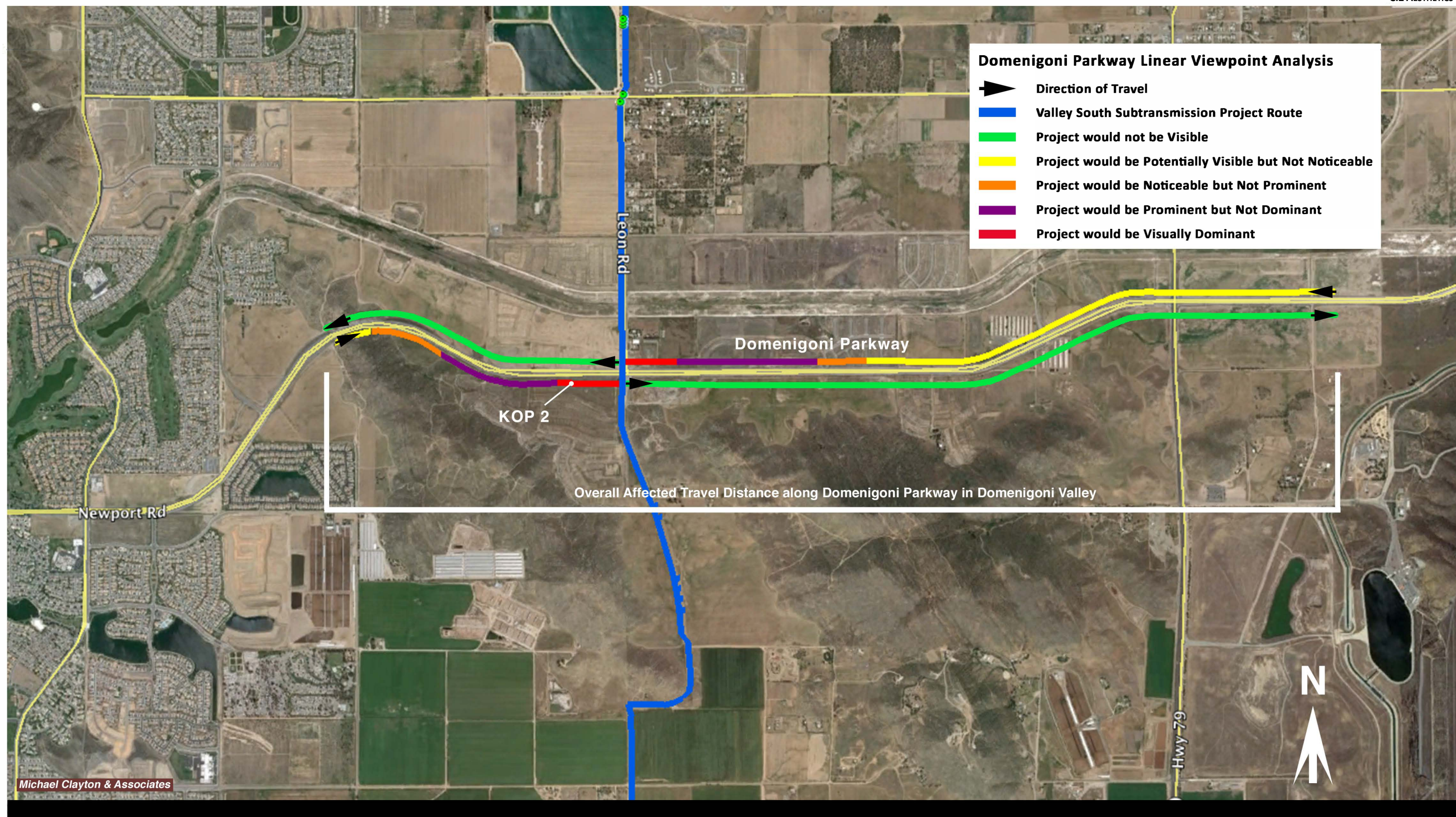


This image presents a **Visual Simulation** of the proposed Project from **KOP 2** on eastbound **Domenigoni Parkway**, just west of Leon Road. This simulation illustrates the replacement of a wood-pole utility line along Leon Road with a substantially larger facility consisting of tubular-steel poles, lightweight steel poles, and wood poles depending on location. As shown in the image above, the new structures would be taller than the existing wood poles and would substantially obstruct views of the San Jacinto Mountains.

KOP 2
Domenigoni Parkway
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-3b

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This **Linear Viewpoint Map** illustrates the visibility of a portion of the proposed Project along Leon Road from both eastbound and westbound Domenigoni Parkway in Domenigoni Valley. Proposed Project viewing experiences are color-coded as shown in the legend above. The overall affected travel distance includes road segments continuing beyond the span because landscape views from these road segments make important contributions to the overall viewing experience along this portion of Domenigoni Parkway.

Linear Viewpoint Map
Domenigoni Parkway

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-3c



Source: SCE PEA Figure 4.1-10

Latitude: 33° 40' 15.83" N Longitude: 117° 7' 9.97" W

This image presents the **Existing View** to the north-northeast from **KOP 3** on **Leon Road**, just north of Holland Road. This view captures an existing wood-pole utility line along the east side of Leon Road. The unpaved road and utility line turn east at the base of the rocky ridge (in the center of the image) to wrap around the ridge before turning north again. This eastern portion of Menifee Valley appears rural and undeveloped. The human scale figure is approximately six feet in height.

KOP 3
Northbound Leon Road
Existing View

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-4a



Source: SCE PEA Figure 4.1-10

Latitude: 33° 40' 15.83" N Longitude: 117° 7' 9.97" W

This image presents a **Visual Simulation** of the proposed Project from **KOP 3** on **Leon Road**, just north of Holland Road. This simulation illustrates the replacement of the existing wood-pole line with a new wood-pole subtransmission line slightly to the east of the existing line. As shown in the simulation, the new facility will be structurally more complex (to carry the additional conductors) and noticeably taller (75 feet in height vs. 43 feet for the current poles). Also, light-weight steel poles would be used at the turn.

KOP 3
Northbound Leon Road
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-4b



Source: SCE PEA Figure 4.1-11

Latitude: 33° 38' 7.9" N Longitude: 117° 7' 8.12" W

This image presents the Existing View to the north from KOP 4 on Leon Road, south of Scott Road at the intersection with Fowler Drive in the eastern portion of Paloma Valley. This view captures an existing wood-pole utility line along the west side of Leon Road. This portion of Leon Road is lined with intermittent rural residences, which is characteristic of this valley landscape. The rocky, irregular forms of a middleground ridge and Double Butte Mountain (West) beyond contribute visual interest.	KOP 4 Leon Road at Fowler Drive Existing View	Valley South Subtransmission Project Environmental Impact Report Aesthetics Figure C.2-5a
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Source: SCE PEA Figure 4.1-11

Latitude: 33° 38' 7.9" N Longitude: 117° 7' 8.12" W

This image presents a **Visual Simulation** of the proposed Project from **KOP 4** on **Leon Road**, south of Scott Road at the intersection with Fowler Drive in the eastern portion of Paloma Valley. This simulation illustrates the replacement of the existing wood-pole line along the west side of the road with a new wood-pole subtransmission line, approximately 18 feet to the west of the existing line. The new poles will be noticeably taller and structurally more complex (to carry the additional conductors).

KOP 4
Leon Road at Fowler Drive
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-5b



Source: SCE PEA Figure 4.1-12

Latitude: 33° 36' 24.48" N Longitude: 117° 7' 5.93" W

This image presents the **Existing View** to the north from **KOP 5** on the recreation trail at the intersection of **Lantana Way** and Leon Road. This view captures a suburban residential landscape with open, relatively unobstructed views to the distant irregular form of Double Butte Mountain (West). The only notable vertical features are the occasional street lights along Leon Road. Other utilities have been placed underground in the vicinity of this residential subdivision.

KOP 5
Lantana Way at Leon Road
Existing View

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-6a



Source: SCE PEA Figure 4.1-12

Latitude: 33° 36' 24.48" N Longitude: 117° 7' 5.93" W

This image presents a **Visual Simulation** of the proposed Project from **KOP 5** on the recreation trail at the intersection of **Lantana Way** and Leon Road . This simulation illustrates the introduction of a subtransmission line along the east side of Leon Road. As shown in the simulation, the proposed wood poles would be substantial taller than the existing street lights and the subtransmission line would constitute a dominant visual feature in the landscape. Visual obstruction of Double Butte Mtn. (West) would be substantial.

KOP 5
Lantana Way at Leon Road
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-6b



Source: SCE PEA Figure 4.1-14

Latitude: 33° 36' 2.71" N Longitude: 117° 6' 58.80" W

This image presents the **Existing View** to the southwest from **KOP 6** on westbound State Route 79 (Winchester Road), approximately 0.23 mile northwest of the intersection with Max Gillis Boulevard. This view captures the open, undeveloped landscape that surrounds this intersection (though residential/suburban development is gradually encroaching from all directions). Views are generally open and panoramic. An existing wood-pole utility line is noticeably prominent in the primary cone of vision of travelers on SR 79.

KOP 6
Westbound SR 79
Existing View

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-7a



Source: SCE PEA Figure 4.1-14

Latitude: 33° 36' 2.71" N Longitude: 117° 6' 58.80" W

This image presents a **Visual Simulation** of the proposed Project from **KOP 6** on westbound State Route 79 (Winchester Road), approximately 0.23 mile northwest of the intersection with Max Gillis Boulevard. This simulation illustrates the replacement and extension of the existing wood-pole utility line with a new wood-pole subtransmission line that would be noticeably taller than the existing line. Structure skylining (extending above the horizon) and view blockage of the background sky would noticeably increase.

KOP 6
Westbound SR 79
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-7b



Source: SCE PEA Figure 4.1-15

Latitude: 33° 35' 27.34" N Longitude: 117° 7' 15.85" W

This image presents the Existing View to the east from KOP 7 on Benton Road, just east of Penfield Lane. This view captures a portion of the remnants of the rural landscape that is in transition to residential suburbs along Benton Road. An existing wood-pole line with numerous conductors is present along the south side of Benton Road. The ridges and hills to the east provide a backdrop of visual interest, as do the more distant San Jacinto Mountains beyond.

KOP 7
Benton Road
Existing View

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-8a



Source: SCE PEA Figure 4.1-15

Latitude: 33° 35' 27.34" N Longitude: 117° 7' 15.85" W

This image presents a **Visual Simulation** of the proposed Project from **KOP 7** on Benton Road, just east of Penfield Lane. This simulation illustrates the introduction of the proposed Project as it spans Benton Road from the north to connect with the existing line along the south side of Benton Road. The new structures at the span will be prominently visible to travelers on both westbound and eastbound Benton Road and would contribute additional visual obstruction of the background ridges and mountains.

KOP 7
Benton Road
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-8b



This image presents the **Existing View** to the southwest from **KOP 8** on westbound Murrieta Hot Springs Road, just east of Chandler Drive. This view captures the existing span of Murrieta Hot Springs Road by the subtransmission line that would be reconducted to accommodate the proposed Project. The surrounding landscape is that of a suburban residential subdivision with the Santa Rosa Plateau in the background.

KOP 8
Murrieta Hot Springs Road
Existing View

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-9a



Michael Clayton & Associates

Latitude: 33° 33' 15.46" N Longitude: 117° 7' 6.16" W

This image presents a Visual Simulation of the proposed Project from KOP 8 on westbound Murrieta Hot Springs Road, just east of Chandler Drive. This simulation illustrates the replacement of the existing 653 kcmil ACSR conductors with the proposed 954 kcmil SAC conductors. As shown in the simulation, the visual difference would be minimal, with the new conductors appearing only slightly more prominent due to the slightly greater cable diameter, which would likely go unnoticed by the casual observer.

KOP 8
Murrieta Hot Springs Road
Visual Simulation

Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-9b



This image presents the **Existing View** to the north from **KOP 9** on Suzi Lane, just west of Chandler Drive. This view captures an in-line view of the existing subtransmission line that would be reconductored under the Proposed Project as it parallels the west side of Chandler Drive. Though this portion of the right-of-way appears predominantly undeveloped, much of the surrounding landscape is that of a suburban residential subdivision with some remnants of rural residential to the east.

**KOP 9
Suzi Lane
Existing View**

**Valley South Subtransmission Project
Environmental Impact Report
Aesthetics
Figure C.2-10a**



Michael Clayton & Associates

Latitude: 33° 33' 5.35" N Longitude: 117° 7' 8.56" W

This image presents a Visual Simulation of the proposed Project from KOP 9 on Suzi Lane, just west of Chandler Drive. This simulation illustrates the replacement of the existing 653 kcmil ACSR conductors with the proposed 954 kcmil SAC conductors. As shown in the simulation, the visual difference would be minimal, with the new conductors appearing only slightly more prominent due to the slightly greater cable diameter, which would likely go unnoticed by the casual observer (local residents and motorists).

**KOP 9
Suzi Lane
Visual Simulation**

Valley South Subtransmission Project
Environmental Impact Report
**Aesthetics
Figure C.2-10b**