APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation / After Mitigation**	**Mitigation**
KVP 1 **Interstate 8 Crossing Yuha Desert** **Proposed Project** **Figures D.3-2A / 2B**	View to the southwest toward proposed tower location AG7, from westbound I-8, just west of the Westside Canal and approximately 0.3 mile east of the span.	**Low to Moderate** Foreground to background relatively non-descript, flat, grass- and shrub covered desert basin, with faintly visible utility towers with industrial character (SWPL) that is more noticeable on clear days. Backdropped by horizontal mountain ranges that are low on the horizon and partially obscured by haze. Interstate 8 is a prominent, curvilinear landscape feature.	**Moderate** Travelers on I-8 are provided panoramic views across a broad, flat desert basin to distant mountain ranges. Although some travelers may anticipate the energy infrastructure as it converges on and then spans the highway, any addition of industrial character to the predominantly natural appearing landscape or blockage of views to more valued landscape features (distant mountains) would be seen as an adverse visual change.	**High**	**Foreground**	**High**	**Extended**	**High**	**Moderate**	Structure AG7 would be located approximately 450 feet south of I-8. The line would span to structure AG8, approximately 1,100 feet north of I-8. The new structures would be structurally prominent and would introduce additional industrial character into the I-8 corridor. The structures and conductors would skyline (extend above the horizon line) and would cause view blockage of background sky and distant mountains when viewing to the west.	**Moderate to High**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Adverse but Less Than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
KVP 2 **El Centro Agricultural Area** **Proposed Project** **Figures D.3-3A / 3B**	View to the west toward the proposed route, from Westmorland Road, just north of Evan Hewes Highway.	**Low to Moderate** Foreground to background relatively non-descript and highly modified flat, agricultural lands, punctuated by wood-pole utility lines and backdropped by the angular forms of distant mountains.	**Low to Moderate** Travelers on the local agricultural access roads and adjacent public roads anticipate a highly modified landscape with noticeable utility infrastructure. However, some travelers on the public roads within the agricultural areas would likely perceive the addition of industrial character to the predominantly rural landscape or blockage of views to more valued landscape features (distant mountains) as an adverse visual change.	**Moderate**	**Foreground**	**Low to Moderate**	**Moderate**	**Moderate**	**Low to Moderate**	North of I-8, the Proposed Project would cross agricultural lands. The structures would cause a noticeable increase in structure prominence and industrial character though the change would not be prominent when viewing from more distant local roads to the east (Westmorland Road). Views of the structures would be at right angles to the direction of travel on north-south roads. Skylining (extending above the horizon line) and view blockage of background sky and distant mountains would occur.	**Low to Moderate**	**Subordinate to Co-Dominant**	**Low to Moderate**	**Low to Moderate**	**BEFORE:** **Adverse but Less Than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

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CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		BLM - EXISTING VISUAL SETTING					BLM - VISUAL CONTRAST ANALYSIS		IMPACT SIGNIFICANCE	
Key Viewpoint (KVP)	Description	Scenic Quality Classification	Viewer Sensitivity	VRM Class			Level of Change (See Appendix VR-2 Contrast Rating Worksheets)	VRM Consistency	Before Mitigation / After Mitigation	Mitigation
				Status	Rating	Management Objective				
KVP 3 **BLM Road 326 North of Superstition Hills** **Proposed Project** **Figures D.3-4A / 4B**	View to the southeast down BLM Road 326 toward proposed structure location D60 (closest), from Road 326, approximately 1.8 miles south of SR 78/86.	**Class C** This view encompasses a portion of West Mesa that generally follows an existing transmission line north to south along the eastern side of the Ocotillo Wells State Vehicular Recreation Area, the Superstition Hills, and U.S. Naval Reservation Target 101. The flat desert landscape supports a sparse distribution of short grasses and shrubs. Although there are areas of localized erosion that create land variation that adds visual variety, the overall scenic quality is compromised by the dominant presence of a wood H-frame transmission line.	**High** Note: All BLM lands within the California Desert Conservation Area are assigned a Viewer Sensitivity level of High because of the public importance attributed to these lands)	**Interim**	**III**	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be [no greater than] moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.	**Moderate to High** This portion of the Proposed Project would be built in an area that does not presently contain structures of similar scale and character (though there is an adjacent H-frame wood-pole transmission line. The new structures and conductors would be prominently visible from BLM Road 326 and other 4WD roads in the area. The resulting structural visual contrast (for form and line) would range from moderate-to-strong to strong.	**Not Consistent** The moderate to strong level of change would not meet the VRM Class III objective of a moderate (or lower) degree of visual change. The new line with its complex structural forms and vertical to diagonal lines would not repeat the basic elements of the existing natural features in the landscape (simple, flat horizontal landform). Also, the proposed structures would be prominent to dominant features in the landscape, accentuated by the skylining that would occur.	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
KVP 4 **SR 78/86 North of Superstition Hills** **Proposed Project** **Figures D.3-5A / 5B**	View to the west toward proposed structure locations D50 and D49, from northbound SR78/86, just southeast of the Old Kane Springs Road intersection.	**Class C** This view encompasses a portion of a larger landscape unit that includes the northern portion of West Mesa, the Superstition Hills, and much of the flat desert landscape within the Ocotillo Wells State Vehicular Recreation Area. The flat desert landscape is predominantly natural appearing with minimal built features. Vegetation is limited to short grasses and shrubs. Areas of localized erosion create modifications in the land that add visual variety.	**High**	**Interim**	**III**	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be [no greater than] moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.	**Moderate to High** This portion of the Proposed Project would be built in an area that does not presently contain structures of similar scale and character (though there are smaller transmission lines in the area). The new structures and conductors would be prominently visible as the line converges on and then parallels SR 78/86. The resulting structural visual contrast (for form and line) would range from moderate for more distant views from SR 78/86 (KVP 3) to strong for more proximal views when the project is adjacent to the highway.	**Not Consistent** The moderate to strong level of change would not meet the VRM Class III objective of a moderate (or lower) degree of visual change. The new line with its complex structural forms and vertical to diagonal lines would not repeat the basic elements of the existing natural features in the landscape (simple, flat horizontal landform). Also, the proposed structures would be prominent to dominant features in the landscape where the route would be parallel and adjacent to the highway.	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

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USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 5 **ABDSP Old Kane Springs Road** **Proposed Project** **Figures D.3-6A / 6B**	View to the east toward proposed structure location SP133, from Old Kane Springs Road, approximately 0.8 mile east of the junction with SR 78.	**Moderate** Foreground to background flat, grass- and shrub covered desert plain, punctuated by the vertical forms of a wood-pole utility line that becomes minimally noticeable at a distant foreground to middleground viewing distance. Rugged, angular mountain ranges border the desert plain on the south and west. The graded route of Old Kane Springs Road is a prominent linear feature bisecting the plain. Even with the presence of the utility poles, the landscape is primarily natural appearing.	**High** Travelers on Old Kane Springs Road within Anza-Borrego Desert State Park (ABDSP) are provided panoramic views across a broad, flat, desert plain to distant mountain ranges. Since the typical traveler on Old Kane Springs Road will be there for the recreational and nature experience, any addition of industrial character to the predominantly natural appearing landscape or blockage of views to more valued landscape features (distant mountains) would be seen as an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be built adjacent and to the south of Old Kane Springs Road. An existing 92 kV single wood-pole transmission line would be removed and installed as an underbuild on the new 500 kV lattice structures. The new structures would cause a noticeable increase in structure prominence and industrial character visible from Old Kane Springs Road. Structure skylining (extending above the horizon line) and view blockage of background sky and mountains (to the south) would also occur.	**High**	**Co-Dominant to Dominant**	**Moderate**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)
KVP 6 **ABDSP Westbound SR 78** **Proposed Project** **Figures D.3-7A / 7B**	View to the southwest toward the Narrows and proposed structure locations SP117, SP116, and SP115, from westbound SR 78, approximately 0.1 mile east of Narrows Substation.	**Moderate** Foreground desert landscape dominated by the rugged, angular ridges bisected by SR 78 (a State Designated Scenic Highway within ABDSP as it cuts through the Narrows. The presence of a wood-pole transmission line and the small Narrows Substation with its contrasting industrial character, compromise the otherwise natural appearing landscape, reducing landscape coherence and overall visual quality to a moderate level.	**High** Travelers on SR 78 (a State Designated Scenic Highway) are typically pursuing recreational opportunities within ABDSP, which offers a predominantly natural desert setting. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (rugged ridge slopes and the Narrows) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Extended**	**High**	**Moderate to High**	Proposed structures SP115 through SP117 would be built adjacent and slightly to the north of SR 78, a State-designated Scenic Highway. The new structures would cause a noticeable increase in structure prominence and industrial character within the narrow corridor approaching The Narrows. The new structures would also result in substantial view blockage of background ridges and sky.	**High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)

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SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

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CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 7 **ABDSP Mine Wash Road** **Proposed Project** **Figures D.3-8A / 8B**	View to the north toward proposed structure location SP104, from Mine Wash Road, approximately 0.3 mile south of the junction with SR 78.	**Moderate** Foreground rugged desert wash and bajada landscape with a greater variety of vegetation than seen on the flat plain. Backdropped by the rugged Yaqui Ridge, the landscape is primarily natural appearing though there is a simple wood-pole utility line partially visible beyond the foreground vegetation.	**High** Travelers on Mine Wash Road within ABDSP are provided views of a rugged desert wash landscape surrounded by rocky ridges and mountain slopes. Since the typical traveler on Mine Wash Road is there for the recreational and nature experience, any addition of industrial character to the predominantly natural appearing landscape or blockage of views to more valued landscape features (Yaqui Ridge) would be seen as an adverse visual change.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	Proposed structure SP104 would be located adjacent and slightly to the north of SR 78, a State-designated Scenic Highway. The new H-frame structure would be a noticeable linear, vertical built feature in an otherwise natural appearing landscape. The new structure and conductors would also result in view blockage of the background landform (Yaqui Ridge).	**Moderate**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)
KVP 8 **ABDSP Kenyon Overlook** **Proposed Project** **Figures D.3-9A / 9B**	View to the south-southeast toward the Proposed Project, from Kenyon Overlook, off of Yaqui Pass Road.	**Moderate to High** Dramatic, panoramic view offering a rare overlook of the surrounding desert landscape. Prominently featured in the landscape is the flat foreground landform of Mescal Bajada, backdropped by the angular forms of the Vallecito Mountains beyond. State Scenic Highway SR 78 is visible as an east-west horizontal line across Mescal Bajada. An adjacent wood-pole transmission line is barely visible because of the blending that occurs with the background desert floor.	**High** Kenyon Overlook has been specifically established to provide viewers with dramatic, panoramic views of the surrounding desert. Therefore, the introduction of any noticeable industrial character or view blockage of the background desert terrain would be perceived as an adverse visual change.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	Proposed structures SP100 through SP102 would be located adjacent and slightly to the north of SR 78, a State-designated Scenic Highway. The new steel H-frame structures would be noticeable linear and vertical built features in an otherwise natural appearing landscape. The new structures and conductors would also result in view blockage of the background bajada landform. Although the existing wood-pole transmission line would be relocated underground, the visual improvement would only be slight because of the limited noticeability of the existing line.	**Moderate to High**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)

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VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 9 **ABDSP Tamarisk Grove Campground** **Proposed Project** **Figures D.3-10A / 10B**	View to the south, toward Tamarisk Grove Campground and proposed structure location SP92, from Station 6 on the Cactus Loop Trail out of Tamarisk Grove Campground	**Moderate** Foreground desert landscape dominated by the imposing rounded landform of a north spur ridge of the North Pinyon Mountains and the tamarisk trees shading Tamarisk Grove Campground. Also visible as a horizontal feature cut into the base of the ridge is SR 78 (a State Designated Scenic Highway within ABDSP). Also present though barely noticeable is a wood-pole transmission line located between the trees and SR 78 beyond.	**High** Visitors to Tamarisk Grove Campground and the Cactus Loop Trail are typically pursuing recreational opportunities within ABDSP, which offers a predominantly natural desert setting. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (rugged ridge slopes) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project (Structure SP92 in the simulation) would be located between SR 78, a State-designated Scenic Highway and Tamarisk Grove Campground. The steel H-frame structure would be a prominent linear, vertical built feature in the landscape. The vertical form of the structure would contrast with the prominent horizontal line associated with the road cut and the horizontal distribution of trees at the campground and background landform. The new structure and conductors would also result in view blockage of the background Pinyon Mountains).	**Moderate to High**	**Co-Dominant**	**Moderate**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)
KVP 10 **ABDSP Yaqui Well Primitive Camping Area** **Proposed Project** **Figures D.3-11A / 11B**	View to the west-southwest toward proposed structure locations SP84 and SP85, from Yaqui Well Primitive Camping Area, just west of Yaqui Pass Road (S3).	**Moderate** Foreground to background rugged desert flat landscape with substantial vegetation and backdropped by the angular to rolling form of Grapevine Mountain. A simple wood-pole transmission line is also prominently visible as it crosses Yaqui Flat, compromising the otherwise natural appearing landscape and reducing landscape coherence and overall visual quality to a moderate level.	**High** Visitors to the Yaqui Well Primitive Camping Area are typically pursuing recreational and nature opportunities within ABDSP, which offers a predominantly natural desert setting. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (Grapevine Mountain) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low to Moderate**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would pass immediately adjacent to the Yaqui Well Primitive Camping Area. The proposed structures would be prominent, structurally complex features with industrial character, which would contrast with the predominantly naturally appearing landscape. The new structures and conductors would also result in view blockage of Grapevine Mountain in the background.	**High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)

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VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 11 **ABDSP SR 78 / Yaqui Flat** **Proposed Project** **Figures D.3-12A / 12B**	View to the northwest toward proposed structures SP85 and SP86, from westbound SR 78, approximately 0.7 mile west of Yaqui Pass Road (S3).	**Moderate** Foreground to background rugged desert flats landscape backdropped by the angular to rolling form of Pinyon Ridge, which adds visual variety to the view from SR 78 (a State Designated Scenic Highway in ABDSP). A simple wood-pole transmission line is also visible as it crosses Yaqui Flats, slightly compromising the otherwise natural appearing landscape and reducing landscape coherence and overall visual quality to a moderate level.	**High** SR 78 is a State Designated Scenic Highway and therefore warrants a high rating for viewer concern. Travelers on this stretch of scenic highway may also be pursuing recreational opportunities within ABDSP, which offers a predominantly natural desert setting. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (Pinyon Ridge) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Extended**	**High**	**Moderate to High**	The Proposed Project would be prominently visible from SR 78 (a State Designated Scenic Highway) as it crosses Yaqui Flat, north of the highway. The proposed structures would be prominent, structurally complex features with industrial character, which would contrast with the predominantly naturally appearing landscape. The new structures and conductors would also result in view blockage of portions of Yaqui Flat.	**Moderate to High**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)
KVP 12 **ABDSP Grapevine Canyon** **Proposed Project** **Figures D.3-13A / 13B**	View to the east toward proposed structure location SP48, from Grapevine Canyon Road.	**Moderate** Foreground to background rugged, shallow desert canyon landscape with substantial topographic variation, which adds visual variety and enhances overall visual quality. Sightlines are somewhat restricted by the relatively narrow canyon. A wood-pole transmission line is prominently visible in the center of the canyon, compromising the otherwise natural appearing landscape and reducing landscape coherence and overall visual quality to a moderate level.	**High** Visitors within Grapevine Canyon are typically seeking recreational and nature opportunities within ABDSP, which offers a predominantly natural desert setting. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding ridges) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be prominently visible from Grapevine Canyon Road as it passes through the canyon. The proposed structures would be prominent (exacerbated by skylining), structurally complex features with substantial industrial character, which would contrast with the predominantly naturally appearing landscape. The project would also result in view blockage of the bordering slopes and ridges.	**Moderate to High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-8a** (Structure Design Consultation)

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VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 13 **Grapevine Canyon Residential Area** **Proposed Project** **Figures D.3-14A / 14B**	View to the east-southeast toward proposed structure location SP32, from Grapevine Canyon Road, just west of the Anza-Borrego Desert State Park boundary.	**Moderate** Foreground to background rugged, shallow desert canyon landscape with substantial topographic variation, which adds visual variety and enhances overall visual quality. Also present in the northern portion of the canyon are scattered rural residences. Sightlines are somewhat restricted by the relatively narrow canyon. A wood-pole transmission line is prominently visible in the center of the canyon.	**High** Travelers within the northern portion of Grapevine Canyon are typically either seeking recreational and nature opportunities within the nearby ABDSP, which offers a predominantly natural desert setting, or they are local residents accessing the scattered rural residences in the northern portion of the canyon. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding ridges) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be prominently visible from Grapevine Canyon Road (and adjacent residences in the upper canyon) as it passes through the canyon. The proposed structures would appear as structurally complex features with substantial industrial character, which would contrast with the predominantly rural landscape. The project would also result in view blockage of the bordering slopes and ridges.	**Moderate to High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
KVP 14 **SR 79 Valle De San Jose** **Proposed Project** **Figures D.3-15A / 15B**	View to the south toward proposed structures C77 and C78, from southbound SR 79, approximately 2.25 miles south of the intersection with San Felipe Road (S2).	**Moderate** Foreground to background, rolling pastoral landscape supporting grass and oak woodland vegetation. The linear form of SR 79 (a State Eligible Scenic Highway) is a prominent built feature. Although a simple, wood-pole utility line is also visible crossing the grasslands adjacent to the highway, the landscape is predominantly natural appearing.	**High** Travelers on SR 79 expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting. Travelers may be accessing either nearby rural residences or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be prominently visible from both southbound and northbound SR 79 as it passes adjacent and to the east of the road. The proposed structures would introduce substantial industrial character, which would contrast with the predominantly rural landscape. The project would also result in substantial view blockage of the background hills, ridgelines, and sky (due to structure skylining).	**Moderate to High**	**Co-Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

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CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 15 **Mesa Grande Road** **Proposed Project** **Figures D.3-16A / 16B**	View to the northwest toward proposed structure locations C45 and C46 adjacent to Mesa Grande Road, from westbound Mesa Grande Road, just northwest of Green Oaks Drive.	**Moderate** Foreground to background, rolling pastoral landscape supporting grass and oak woodland vegetation. The linear form of Mesa Grande Road is a prominent built feature, along with the vertical forms of a roadside wood-pole utility line.	**High** Travelers on Mesa Grande Road expect a predominantly rural inland valley landscape setting and may be accessing either nearby rural residences or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills and sky) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low to Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be prominently visible from Mesa Grande Road and nearby residences as it spans Mesa Grande Road and then parallels the road adjacent and to the south. The proposed structures would introduce substantial industrial character, which would contrast with the predominantly rural landscape. The project would also result in substantial view blockage of the background hills, ridgelines, and sky (due to structure skylining).	**High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
KVP 16 **Inaja Monument Park Overlook** **Proposed Project** **Figures D.3-17A / 17B**	View to the west toward the span of SR 78 between proposed structure locations C17 and C18, from the Inaja Monument Park Overlook, off of SR 78.	**Moderate to High** Panoramic view offering a rare overlook of the surrounding pastoral, inland valley landscape. Prominently featured in the landscape are the rolling hills that surround the valley and the informal groupings of trees within the grass-covered valley floor. Also visible is a simple wood-pole utility line that crosses the valley floor though it does not appear out of place in this rural setting and becomes substantially less apparent with distance.	**High** Inaja Monument Park Overlook specifically provides viewers with panoramic viewing opportunities of the adjacent inland valley. Therefore, the introduction of any noticeable industrial character into the predominantly natural setting would be perceived as an adverse visual change.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be prominently visible from Inaja Monument Park Overlook as the line crosses the western side of Santa Ysabel Valley. The proposed structures would contrast with the predominantly rural landscape. The project would also result in view blockage of the background hills.	**Moderate to High**	**Co-Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 17 **SR 78 Santa Ysabel** **Proposed Project** **Figures D.3-18A / 18B**	View to the west toward the span of SR 78 between proposed structure locations C17 and C18, from westbound SR 78, approximately 0.4 mile west of the intersection with SR 79.	**Moderate** Foreground to background rolling pastoral landscape supporting grass and oak woodland vegetation. The curvilinear form of SR 78 is a prominent feature, bisecting the valley. Other notable built features are the roadside wood-pole utility lines (both sides of the road).	**High** Travelers on SR 78 expect a predominantly rural inland valley landscape setting and may be accessing either nearby residential communities (Santa Ysabel) or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills and sky) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be prominently visible from SR 78 as the line spans the highway in Santa Ysabel Valley. The proposed structures would contrast with the predominantly rural landscape. The project would also result in view blockage of the background hills and sky (due to skylining).	**Moderate to High**	**Co-Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
KVP 18 **Central East Substation/ BIA Road 51** **Proposed Project** **Figures D.3-19A / 19B**	View to the north toward the proposed Central East Substation site, from BIA Road 51, approximately 0.9 mile west of San Felipe Road (S2).	**Moderate** Foreground to middleground arid landscape of rolling hills with predominantly grass and shrub vegetation. There are also several rural residences off the main access road. Although the landscape is predominantly natural appearing, there are few notable landscape features or characteristics that enhance visual variety and a simple wood-pole utility line is visible to the east.	**High** Travelers on BIA Road 51 are typically accessing the scattered rural residences in the area. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding ridges or sky) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	The Proposed Central East Substation would be prominently visible from BIA Road 51. The proposed substation structures would appear as structurally complex features with substantial industrial character, which would contrast with the predominantly natural landscape. The project would also result in view blockage of the background sky because of the noticeable skylining that would occur.	**High**	**Co-Dominant to Dominant**	**Moderate**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-7a** (Surface Treatment) **Measure V-7b** (Screening) **Measure V-21a** (Lighting Control)

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

METHODOLOGIES:

BLM	BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)
USFS	FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)
CPUC	NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure	Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation ——— After Mitigation	Mitigation
KVP 19 **Central East Substation / San Felipe Road** **Proposed Project** **Figures D.3-20A / 20B**	View to the west-northwest toward the proposed Central East Substation site, from San Felipe Road (S2), approximately 0.7 mile south of San Felipe.	**Moderate** Foreground to background semi-arid landscape of rolling hills with predominantly grass and shrub vegetation. There are also several rural residences off San Felipe Road. Although the landscape is predominantly natural appearing, there are few notable landscape features or characteristics that enhance visual variety and there are simple wood-pole utility lines visible in the landscape though they are not dominant landscape features.	**High** Travelers on San Felipe Road expect a predominantly rural landscape setting and may be accessing either adjacent residences or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding ridges) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	The Proposed Central East Substation would be noticeably visible from San Felipe Road (S2) though at a viewing distance of approximately one mile, the facility would not be the dominant landscape feature. The proposed substation structures would appear as structurally complex features with substantial industrial character, which would contrast with the predominantly natural landscape. The project would also result in view blockage of the background hill slopes and ridges.	**Moderate to High**	**Subordinate to Co-Dominant**	**Low to Moderate**	**Moderate**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-7a** (Surface Treatment) **Measure V-7b** (Screening) **Measure V-21a** (Lighting Control))
KVP 20 **San Vicente Road in Ramona** **Proposed Project** **Figures D.3-21A / 21B**	View to the west toward proposed structure location I124, from westbound San Vicente Road, west of Chuckwagon Road.	**Moderate** Foreground to middleground rural residential landscape bounded by rocky ridges and bisected by the curvilinear form of San Vicente Road. Also noticeable are road signage infrastructure and adjacent wood-pole utility lines.	**High** Travelers on San Vicente Road expect a predominantly rural residential, inland valley landscape with relatively unobstructed views of the surrounding rocky ridges. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills and sky) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Brief to Moderate**	**Moderate to High**	**Moderate to High**	The proposed cable pole would be prominently visible from San Vicente Road. The vertical structure with its substantial industrial character would contrast with the predominantly rural landscape. The project would also result in view blockage of the background hills and sky (due to skylining).	**Moderate to High**	**Co-Dominant**	**Moderate**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 21 **Southbound SR 67** **Proposed Project** **Figure D.3-22A / 22B**	View to the east-southeast toward proposed structure locations 131 and 132 at the span of SR 67, from southbound SR 67, approximately 0.25 mile north of the span.	**Moderate** Foreground to middleground rolling grass- and shrub-covered hills backdropped by distant rocky ridges. The curvilinear form of SR 67 is a prominent built feature in the predominantly natural appearing landscape. A tubular steel pole transmission line is also prominently visible as it spans the highway.	**High** Although energy transmission infrastructure is presently visible in the foreground views from SR 67, travelers would consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (hills, ridgelines, or background sky) an adverse visual change.	**High**	**Foreground**	**Moderate to High**	**Moderate to Extended**	**High**	**Moderate to High**	The Proposed Project would be prominently visible from SR 67 as the line converges on and then spans the highway. The proposed structures would contrast with the predominantly rural landscape though they would share some similarities with the existing utility poles adjacent to SR 67. The project would also result in view blockage of the background hills and sky (due to skylining).	**Moderate**	**Co-Dominant**	**Moderate to High**	**Moderate**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
KVP 22 **Cypress Canyon Park Drive Miramar Ranch North** **Proposed Project** **Figure D.3-23A / 23B**	View to the northwest toward the Proposed Project, from Cypress Canyon Park Drive, midway between Cypress Terrace Place and Candy Rose Way in Miramar Ranch North.	**Moderate** Foreground suburban residential landscape of newer two-story single-family homes. Prominent energy transmission infrastructure (structures and conductors) passes north of the residential development in close proximity.	**High** Although energy transmission infrastructure features prominently in the foreground of views from the adjacent neighborhood, residents would consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky or hills) an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would be built adjacent and slightly to the north of the existing 230 kV transmission line. The proposed and existing 230 kV structures would appear similar in design and height and would be paired up. The new structures would be taller but structurally less complex than the H-frame structures they would replace.	**Low to Moderate**	**Co-Dominant**	**Low to Moderate**	**Low to Moderate**	**BEFORE:** **Adverse but Less than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-25a** (Project Design)

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 23 **Spring Canyon Park** **Figure D.3-24A / 24B**	View to the east-northeast toward proposed structure C42, from the southwest corner of Spring Canyon Neighborhood Park.	**Moderate** Foreground, maintained park landscape of grass, trees, and recreational facilities, which provides open views and aesthetic appeal. Existing electric transmission facilities and park light standards impart noticeable industrial character.	**High** Visitors to the park expect to see a landscape with high aesthetic appeal, characterized by a mosaic of natural and managed vegetative forms and lands for recreational use. Any additional intrusion of built structures with industrial character or blockage of views would be seen as an adverse visual change.	**High**	**Foreground**	**Moderate**	**Extended**	**High**	**Moderate to High**	The Proposed Project would be built adjacent and slightly to the north of the existing 230 kV transmission line. The proposed and existing 230 kV structures would appear similar in design and height and would be paired up. The new structures would be taller but structurally less complex than the H-frame structures they would replace. The taller structures would result in a greater degree of view blockage of background sky due to skylining.	**Moderate**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Adverse but Less than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-25a** (Project Design)
KVP 24 **Calle De Las Rosas / Rancho Peñasquitos Boulevard** **Proposed Project** **Figure D.3-25A / 25B**	View to the north-northeast toward proposed structure C32, from Calle De Las Rosas, just southwest of the intersection with Rancho Peñasquitos Boulevard.	**Moderate** Foreground suburban residential landscape of predominantly one-story single-family homes. Prominent energy transmission infrastructure (structures and conductors) passes adjacent and north of the residential development.	**High** Although energy transmission infrastructure features prominently in the foreground of views from the adjacent neighborhood, residents would consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky or hills) an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Extended**	**Moderate to High**	**Moderate to High**	The proposed cable pole would be prominently visible from residences along Calle De Las Rosas. The vertical structure with its substantial industrial character would contrast with the natural forms in the landscape (hill sides and vegetation) but would share some similarities with the adjacent transmission line. The proposed structure would also result in additional view blockage of the background hillside and sky (due to skylining).	**Moderate to High**	**Co-Dominant to Dominant**	**Moderate**	**Moderate to High**	**BEFORE:** **Significant (Class II)** **AFTER:** **Less than Significant**	**Measure V-3a (Project Design)** **Measure V-27a** (Structure Location)

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES

METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation ——— After Mitigation**	**Mitigation**
KVP 25 **The Preserve Dell Mar Mesa** **Proposed Project** **Figure D.3-26A / 26B**	View to the south toward proposed project structures C15 and C16, from The Preserve residential development.	**Moderate** Panoramic vista views of a foreground suburban landscape of undeveloped ridges supporting substantial energy infrastructure and backdropped by more distant urban development.	**High** Although energy transmission infrastructure features prominently in the panoramic views from The Preserve residential development, residents would consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky or hills) an adverse visual change.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	The Proposed Project would replace an existing H-frame line and would be built adjacent to an existing 230 kV lattice transmission line. The proposed structures would be similar in height to the existing 230 kV structures but would be of a different structural design. The new structures would be taller but structurally less complex than the H-frame structures they would replace. The taller structures would result in a greater degree of view blockage of background sky due to skylining.	**Moderate**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Adverse but Less than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-25a** (Project Design)
KVP 26 **Corte Belleza in Torrey Hills** **Proposed Project** **Figure D.3-27A 27B**	View to the southeast toward proposed structure C3, from the southern cul de sac on Corte Belleza, just to the north of Carmel Mountain Road.	**Low to Moderate** Foreground suburban landscape of newer commercial development and two-story single-family homes. Prominent energy transmission infrastructure (structures and conductors) with strong vertical forms and industrial character passes adjacent and south of the commercial development.	**High** Although energy transmission infrastructure features prominently in the foreground of views from the adjacent commercial development and residential neighborhood, patrons of the commercial development and local residents would consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky or hills) an adverse visual change.	**High**	**Foreground**	**Moderate to High**	**Extended**	**High**	**Moderate to High**	The Proposed Project would replace an existing H-frame line and would be built adjacent to an existing 230 kV lattice transmission line. The proposed structures would be similar in height to the existing 230 kV structures but would be of a different structural design. The new structures would appear substantially taller but structurally less complex than the H-frame structures they would replace. The taller structures would result in a greater degree of view blockage of background sky due to skylining.	**Moderate**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Adverse but Less than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design) **Measure V-25a** (Project Design)

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES
METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

FTHL EASTERN ALTERNATIVE

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation / After Mitigation**	**Mitigation**
KVP 27 **Northbound Jeffrey Road** **Figure D.3-29**	View to the north from northbound Jeffrey Road, just south of the Stevens Road intersection.	**Low to Moderate** Foreground to background relatively non-descript and highly modified flat, agricultural lands, punctuated by wood-pole utility lines and backdropped by the low, rolling land form of the hills east of Superstition Mountain.	**Low to Moderate** Travelers on the local agricultural access roads and adjacent public roads anticipate a highly modified agricultural landscape with noticeable utility infrastructure. However, some travelers on the public roads within the agricultural areas would likely perceive the addition of industrial character to the predominantly rural landscape or blockage of views to more valued landscape features (distant mountains) as an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate**	A majority of this route would parallel existing agricultural access roads. The lattice towers would cause an increase in structure prominence and industrial character when viewed from Jeffrey Road and Evan Hewes Highway when approaching the highway span. However, a majority of the route would have limited public visual access. Skylining and view blockage of background sky and distant mountains would also occur.	**Moderate**	**Co-Dominant to Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Adverse but Less Than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

WEST OF DUNAWAY ALTERNATIVE

VIEWPOINT		BLM - EXISTING VISUAL SETTING					BLM - VISUAL CONTRAST ANALYSIS		IMPACT SIGNIFICANCE	
				VRM Class						
Key Viewpoint (KVP)	**Description**	**Scenic Quality Classification**	**Viewer Sensitivity**	**Status**	**Rating**	**Management Objective**	**Level of Change** **(See Appendix VR-3 Contrast Rating Worksheets)**	**VRM Consistency**	**Before Mitigation / After Mitigation**	**Mitigation**
KVP 28 **Dunaway Road** **Figure D.3-30A / 30B**	View to the north-northwest, from northbound Dunaway Road, approximately 0.1 mile north of Interstate 8.	**Class C** This view encompasses a portion of the Yuha Desert in close proximity to major infrastructure corridors including Interstate 8 and the existing SWPL transmission line (out of view in the image provided as Figure D.3-30A). The flat desert landscape supports a sparse distribution of short grasses and shrubs of subdued color. Although there are distant mountain ranges and areas of localized erosion that create land variation of visual interest, the overall scenic quality of the desert basin landscape is compromised by the prominence of the freeway and the presence of the steel-lattice structures with their industrial character.	**High** Note: All BLM lands within the California Desert Conservation Area are assigned a Viewer Sensitivity level of High because of the public importance attributed to these lands)	**Interim**	**III**	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be [no greater than] moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.	**Moderate to High** This alternative would result in the introduction of built structures into a landscape generally lacking similar built features of industrial character. Although the SWPL line is visible to the south, it is sufficiently distant to not appear noticeable in views from Dunaway Road north of I-8. Also, the new line would cause view blockage of the background Superstition Mountain and Coyote, Fish Creek and Jacumba Mountains. The resulting structural form and line contrast would be moderate-to-strong and the color contrast would be moderate.	**Not Consistent** The moderate-to-high level of change would not meet the VRM Class III objective of a moderate (or lower) degree of visual change. The new line with its complex structural forms and vertical to diagonal lines would not repeat the basic elements of the existing natural features in the landscape (simple, flat horizontal landform). Also, the proposed structures would be prominent to dominant features in the landscape, which would be accentuated by the skylining that would occur.	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES
METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure	Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation / After Mitigation	Mitigation
WEST MAIN CANAL – HUFF ROAD MODIFICATION ALTERNATIVE																
KVP 29 **Huff Road** **Figure D.3-31**	View to the north from northbound Huff Road, just north of the span of Huff Road. Along this segment, the alternative would be parallel and adjacent to the east side of the road.	**Low to Moderate** Foreground to background relatively non-descript and highly modified flat, agricultural lands, punctuated by wood-pole utility lines and backdropped by the low, rolling land forms of the hills east of Superstition Mountain.	**Low to Moderate** Travelers on Huff road and other local agricultural access roads and adjacent public roads anticipate a highly modified agricultural landscape with noticeable utility infrastructure. However, some travelers on the public roads within the agricultural areas would likely perceive the addition of industrial character to the predominantly rural landscape or blockage of views to more valued landscape features (distant mountains) as an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate**	A majority of this route would parallel existing agricultural access roads and cross agricultural fields. However, the northern portion of the route would be prominently visible to travelers on Huff Road, a primary public road through the agricultural areas west of El Centro. The lattice towers would introduce structure prominence and industrial character when viewed from Huff Road. Skylining and view blockage of background sky and distant mountains would also occur.	**Moderate to High**	**Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Adverse but Less Than Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
PARTIAL UNDERGROUND 230 kV ABDSP SR78 TO S2 ALTERNATIVE																
KVP 30 **San Felipe 500kV to 230kV Substation** **Figures D.3-32A / 32B**	View to the northeast toward the substation site, from northbound Split Mountain Road, just southwest of the substation site.	**Moderate** Foreground to background flat, grass and shrub-covered valley, punctuated by the simple, vertical forms of a wood-pole utility line that become minimally noticeable at distance. Also visible is the existing 92 kV San Felipe Substation, which is small and unobtrusive, and several rural residences in close proximity to the substation site. Rugged, rolling to angular hills and mountain ranges provide a backdrop to the north. Even with the presence of the existing utility facilities, the landscape is predominantly natural in appearance.	**High** Nearby residents and travelers on Split Mountain Road are provided panoramic views across a broad, flat landscape to distant mountain ranges. Since the typical traveler on Split Mountain Road would be either there for the recreational and nature experience or to access nearby residences, any introduction of industrial character to the predominantly natural appearing landscape or blockage of views to more valued landscape features (valley floor, rocky ridges, distant mountains, and sky) would be seen as an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Extended**	**Moderate to High**	**Moderate to High**	This alternative would be prominently visible from nearby residences as well as both southbound and northbound Split Mountain Road. The substation would introduce substantial industrial character into a landscape that is substantially natural in appearance. The project would also result in substantial view blockage of the background hills, ridgelines, and sky (due to structure skylining).	**High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-7a** (Surface Treatment) **Measure V-7b** (Screening) **Measure V-21a** (Lighting Control))

APPENDIX VR–1
SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES
METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

PARTIAL UNDERGROUND 230 kV ABDSP SR78 TO S2 ALTERNATIVE (cont'd)

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure	Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation / After Mitigation	Mitigation
KVP 31 **San Felipe Road Transition Structures** **Figures D.3-33A / 33B**	View to the south-southeast toward the middle transition structure, from southbound S2 (San Felipe Road), just south of the California Riding and Hiking Trail trailhead on S2.	**Moderate to High** Foreground sloping to level, arid, San Felipe Valley floor surrounded by rocky hills and rugged ridges. Backdropped by the more distant, angular forms of the North Pinyon Mountains (to the southeast), Granite Mountain (to the south), and Volcan Mountains (to the west). The landscape is predominantly natural in appearance with minimal intrusion of built structures or industrial character.	**High** Travelers on San Felipe Road are provided panoramic views across a flat valley floor to a background of rocky hills and more distant mountain ranges. Any introduction of industrial character to the predominantly natural appearing landscape or blockage of views to more valued landscape features (valley floor, rocky ridges, distant mountains, and sky) would be seen as an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Extended**	**Moderate to High**	**Moderate to High**	This alternative would be prominently visible from both southbound and northbound San Felipe Road as it passes adjacent and to the east of the road. The structures (particularly the transition structures) would introduce substantial industrial character, which would contrast with the predominantly natural appearing landscape. The project would also result in substantial view blockage of the background hills, ridgelines, and sky (due to structure skylining).	**Moderate to High**	**Co-Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)
KVP 32 **S2** **San Felipe Valley-North** **Figure D.3-34A – 34B**	View to the southeast toward an angle structure location near one of the several rural residences along the northern portion of the route. The view is from southbound S2 (San Felipe Road), approximately 0.8 mile south of San Felipe.	**Moderate** Foreground rugged, rural landscape of rocky, sloping hillsides supporting short grasses and shrubs and backdropped by more distant angular ridges and mountain ranges. An occasional rural residence is visible in the north valley along with a roadside wood-pole utility line.	**High** Travelers on S2 (San Felipe Road) and local residents are provided panoramic views across a sloping to flat valley floor to a background of rocky hills and more distant mountain ranges. Although an occasional rural residence and a wood-pole utility line are visible in the foreground landscape, they are not inconsistent with the rural character of San Felipe Valley. However, the introduction of more prominent built features with a pronounced industrial character or blockage of views to more valued landscape features (valley floor, rocky ridges, distant mountains, and sky) would be seen as an adverse visual change.	**High**	**Foreground**	**Low to Moderate**	**Extended**	**Moderate to High**	**Moderate to High**	This alternative would be prominently visible from both southbound and northbound San Felipe Road and nearby rural residences as it converges on San Felipe Road and then passes near several scattered rural residences. The structures would be prominently visible and would introduce substantial industrial character into a rural landscape that is predominantly natural appearing. The structures and conductors would also result in substantial view blockage of the background hills, ridgelines, and sky.	**High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

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BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
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CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

OVERHEAD 500 kV ABDSP WITHIN EXISTING 100-FOOT ROW ALTERNATIVE

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure	Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation / After Mitigation	Mitigation
KVP 33 **SR78 In ABDSP** **Figures D.3-35A / 35B**	View to the west-southwest toward alternative structures SPCL 132 through SPCL 127, from westbound SR 78, approximately 0.4 mile west of the intersection with Old Kane Springs Road.	**Moderate** Foreground to background rugged desert flats landscape backdropped by the angular to rolling forms of Yaqui Ridge (to the north), Grapevine Mountain (to the west) and the North Pinyon Mountains (to the south), which add visual variety to the view from SR 78 (a State Designated Scenic Highway in ABDSP). A simple wood-pole transmission line is also visible as it crosses Yaqui Flats, slightly compromising the otherwise natural appearing landscape and reducing landscape coherence and overall visual quality to a moderate level.	**High** SR 78 is a State Designated Scenic Highway and therefore warrants a high rating for viewer concern. Travelers on this stretch of scenic highway may also be pursuing recreational opportunities within ABDSP, which offers a predominantly natural desert setting. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (Pinyon Ridge) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Extended**	**High**	**Moderate to High**	This alternative would be built adjacent to SR 78 in ABDSP. An existing 92 kV single wood-pole transmission line would be removed and installed as an underbuild on the new 500 kV lattice structures. The new structures would cause a noticeable increase in structure prominence and industrial character visible from SR 78. Structure skylining and view blockage of background sky and mountains (to the south) would also occur.	**High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

OVERHEAD 500 kV ABDSP WITHIN EXISTING 100-FOOT ROW ALTERNATIVE

KVP 34 **SR79 South of Schoolhouse Road** **Figures D.3-36A / 36B**	View to the south toward the span of SR 79, from southbound SR 79, just south of Schoolhouse Road.	**Moderate** Foreground to background, rolling pastoral landscape supporting grass and oak woodland vegetation. The curvilinear form of SR 79 (an Eligible State Scenic Highway) is a prominent built feature. Although two simple, wood-pole utility lines are also visible adjacent to the highway, the landscape is predominantly natural appearing and exhibits a distinct rural character with a few scattered rural residences also visible.	**High** Travelers on SR 79 expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting. Travelers may be accessing either nearby rural residences or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	This alternative would be prominently visible from both northbound and southbound SR 79 as it spans and then parallels the road on the east side. This alternative would introduce vertical, linear features with substantial industrial character into a rural landscape that is predominantly natural appearing. The project would also result in substantial view blockage of the background hills, ridgelines, and sky (due to structure skylining).	**Moderate to High**	**Co-Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

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SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES
METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure	Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation / After Mitigation	Mitigation
SANTA YSABEL PARTIAL UNDERGROUND ALTERNATIVE																
KVP 35 **Mesa Grande Road Transition Structures** **Figures D.3-37A / 37B**	View to the northwest toward the cable pole locations adjacent to Mesa Grande Road, from westbound Mesa Grande Road.	**Moderate** Foreground to background, rolling, pastoral landscape supporting grass and oak woodland vegetation. The curvilinear form of Mesa Grande Road is a prominent built feature. Although there is a simple, wood-pole utility line adjacent to the road, the landscape is predominantly rural in character and there are no built features exhibiting industrial character in the vicinity.	**High** Travelers on Mesa Grande Road expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting. Travelers may be accessing either nearby rural residences or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	This alternative would introduce two prominently visible transition structures immediately adjacent to Mesa Grande Road. These structures with their considerable structural complexity and industrial character would substantially contrast with the existing, predominantly rural, pastoral landscape. The structures would also cause substantial view blockage of the background hills and ridgelines.	**High**	**Co-Dominant to Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class II)** **AFTER:** **Less Than Significant**	**Measure V-42a** (Structure Relocation)
MESA GRANDE ALTERNATIVE																
KVP 36 **Mesa Grande Road** **Figure D.3-38A/B/C**	View to the east toward the hills (and alternative route) north of Mesa Grande Road, from eastbound Mesa Grande Road, approximately 0.3 mile west of the span of Mesa Grande and approximately 3.7 miles west of SR 79.	**Moderate** Foreground to background, rolling, pastoral landscape supporting grass and oak woodland vegetation. The curvilinear form of Mesa Grande Road is a prominent built feature and there are a few, scattered rural residences. Although there is a simple, wood-pole utility line adjacent to the road and one crossing the field to the north, the landscape is predominantly rural in character and there are no built features exhibiting noticeable industrial character in the vicinity.	**High** Travelers on Mesa Grande Road expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting. Travelers may be accessing either nearby rural residences or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	This alternative would be prominently visible from eastbound Mesa Grande Road and would introduce vertical, linear features with substantial industrial character into a rural, pastoral landscape that presently is absent similar features. Although there is an existing, simple wood-pole transmission line that crosses the fields to the north, it does not substantially contrast with the rural landscape. The project would also result in substantial view blockage of the background hills.	**Moderate to High**	**Co-Dominant**	**Moderate to High**	**Moderate to High**	**BEFORE:** **Significant (Class I)** **AFTER:** **Same**	**Measure V-3a** (Project Design)

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BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure	Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation / After Mitigation	Mitigation
OAK HOLLOW ROAD UNDERGROUND ALTERNATIVE																
KVP 37 **Oak Hollow West Gate** **Figure D.3-39**	View to the northeast toward Oak Hollow and the proposed location of a pair of cable poles, from the west gate to the Oak Hollow residential area.	**Moderate** Foreground confined, pastoral valley landscape supporting grass and riparian woodland vegetation, surrounded by rocky hill sides and ridges. The valley floor exhibits noticeable modifications associated with the several rural residences and equestrian facilities. A simple, wood-pole utility line crosses the center of the valley and indicates the potential location for the route of this underground alternative.	**High** Residents in Oak Hollow and on the ridge to the north expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting. To some extent, the existing wood-pole utility line compromises views across the hollow and from the residences, though it is not inconsistent with the rural character of the hollow. However, any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding ridges) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Low**	**Extended**	**Moderate to High**	**Moderate to High**	This alternative would introduce two prominently visible transition structures into the east end of Oak Hollow. These structures with their considerable structural complexity and industrial character would substantially contrast with the existing, rural, landscape. However, this alternative would also result in the relocation of an existing, simple, wood-pole transmission line (five wood poles in the hollow) underground, partially offsetting the introduction of the transition structures.	**EAST: Moderate to High** **WEST: Reduced**	**EAST: Co-Dominant** **WEST: Subordinate**	**EAST: Low to Moderate** **WEST: Reduced**	**EAST: Moderate** **WEST: Improved**	**BEFORE:** **EAST: Adverse but Less Significant (Class III)** **WEST: Beneficial (Class IV)** **AFTER: Same**	**Measure V-3a** (Project Design
SAN VICENTE ROAD TRANSITION ALTERNATIVE																
KVP 38 **Eastbound San Vicente Road** **Figure D.3-40**	View to the east-northeast toward the cable pole locations north of San Vicente Road, from eastbound San Vicente Road, just west of the cable pole locations.	**Moderate** Foreground to middleground rural residential landscape with grass and oak woodland vegetation, bounded by rocky ridges and bisected by the curvilinear form of San Vicente Road. Also noticeable is an adjacent wood-pole utility line, and a tubular steel pole transmission line that spans San Vicente Road.	**High** Travelers on San Vicente Road expect a predominantly rural residential, inland valley landscape with relatively unobstructed views of the surrounding rocky ridges. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills and sky) would be perceived as an adverse visual change in the landscape.	**Moderate**	**Foreground**	**Moderate**	**Brief**	**Moderate**	**Moderate to High**	This alternative would introduce two transition structures into a clearing immediately north of San Vicente Road, adjacent to an existing steel-pole transmission line. While these structures with their considerable structural complexity and industrial character would substantially contrast with the existing, rural, oak woodland landscape, they would share built characteristics with the existing structures. However, the site is substantially screened from San Vicente Road.	**Moderate**	**Subordinate to Co-Dominant**	**Low to Moderate**	**Low to Moderate**	**BEFORE: Adverse but Less Significant (Class III)** **AFTER: Same**	**Measure V-3a** (Project Design

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SUNRISE POWERLINK PROJECT: VISUAL RESOURCES – SUMMARY OF KEY VIEWPOINT ANALYSES
METHODOLOGIES:

BLM	**BLM LANDS: VISUAL RESOURCE MANAGEMENT (VRM)**
USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation / After Mitigation**	**Mitigation**
POMERADO ROAD TO MIRAMAR AREA NORTH ALTERNATIVE																
KVP 39 **Rose Garden Court** **Figure D.3-41**	View to the north toward the cable pole location adjacent and to the east of Pomerado Road, from Rose Garden Court, just south of the intersection with Hideaway Lane in the Mill Creek residential development.	**Moderate** Foreground suburban residential landscape of predominantly two-story single-family homes. Prominent energy transmission infrastructure (structures and conductors) passes just north of the residential development.	**High** Although energy transmission infrastructure features prominently in the foreground of views from the adjacent neighborhoods and Pomerado Road, residents and travelers would consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky or hills) an adverse visual change.	**High**	**Foreground**	**Moderate** (Includes Residents and Motorists)	**Extended**	**High**	**Moderate to High**	The transition structure would be visible from nearby residences and from Pomerado Road though the view to southbound travelers would be partially screened by trees. The industrial character of the structure would contrast with the suburban landscape and natural forms (hill and vegetation), though it would share similarities with the adjacent transmission line. View blockage of the background trees, hillside and sky would also occur.	**Moderate to High**	**Co-Dominant**	**Low to Moderate**	**Moderate**	**BEFORE:** **Adverse but Less Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design
LOS PENASQUITOS CANYON PRESERVE AND MERCY ROAD ALTERNATIVE																
KVP 40 **Scripps Poway Parkway** **Figure D.3-42**	View to the east-northeast toward the eastern cable pole location adjacent and to the north of Scripps Poway Parkway, from the intersection of Scripps Poway Parkway and Spring Canyon Road.	**Moderate** Foreground suburban residential landscape dominated by a transportation corridor and adjacent transmission line corridor. Also notable are nearby residential and commercial developments. There is also considerable roadside landscaping, which provides limited screening of the transmission line facilities.	**High** Although energy transmission and transportation infrastructure feature prominently in the foreground of views from Scripps Poway Parkway and adjacent uses, travelers and nearby residents would consider any increase in industrial character, structure prominence, or view blockage of higher value landscape features (background sky or hills) an adverse visual change.	**Moderate to High**	**Foreground**	**Moderate to High**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	The structure would be visible from adjacent Scripps Poway Parkway and partially visible to nearby residences. However, the structure's location in a slight hollow between two elevated berms, along with roadside vegetation, help to limit both visibility and view blockage. The industrial character of the structure would contrast with the surrounding suburban landscape, though it would share some similarities with the adjacent transmission line structures.	**Moderate**	**Subordinate to Co-Dominant**	**Low to Moderate**	**Low to Moderate**	**BEFORE:** **Adverse but Less Significant (Class III)** **AFTER:** **Same**	**Measure V-3a** (Project Design

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CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

TOP OF THE WORLD SUBSTATION ALTERNATIVE

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation / After Mitigation**	**Mitigation**
KVP 19 **500 kV Transmission Line Connection / San Felipe Road** **Figures D.3-20A / 20B**	View to the west-northwest toward the 500 kV transmission line connection route, from San Felipe Road (S2), approximately 0.7 mile south of San Felipe.	**Moderate** Foreground to background semi-arid landscape of rolling hills with predominantly grass and shrub vegetation. There are also several rural residences off San Felipe Road. Although the landscape is predominantly natural appearing, there are few notable landscape features or characteristics that enhance visual variety and there are simple wood-pole utility lines visible in the landscape though they are not dominant landscape features.	**High** Travelers on San Felipe Road expect a predominantly rural landscape setting and may be accessing either adjacent residences or nearby recreational areas. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding ridges) would be perceived as an adverse visual change in the landscape.	**High**	**Foreground**	**Moderate**	**Moderate to Extended**	**Moderate to High**	**Moderate to High**	The Top of the World Alternative 500 kV transmission line connection would be noticeably visible from San Felipe Road (S2) as it parallels the highway along the ridges to the west. The transmission line structures would appear as structurally complex features with substantial industrial character, which would contrast with the predominantly natural landscape. The project would also result in view blockage of the background hill slopes and ridges.	**Moderate to High**	**Subordinate to Co-Dominant**	**Low to Moderate**	**Moderate**	**BEFORE:** **Significant (Class II)** **AFTER:** **Less Than Significant**	**Measure V-3a** (Project Design) **Measure V-52a** (Reroute)
KVP 41 **Mataguay Scout Ranch Flag Pole and Fire Ring** **Figure D.3-43A / 43B**	View to the north-northeast toward the Top of the World alternative transmission line route, from the flag pole and fire ring area near the entrance to the Scout Ranch.	**Moderate** Foreground to background, rolling pastoral landscape supporting grass and oak woodland vegetation, surrounded by rocky hill slopes and ridges. The landscape is predominantly natural appearing and exhibits no noticeable built features or industrial character.	**High** Visitors to the Scout ranch expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting backdropped by angular to rolling ridgelines to the north and south. Any addition of developed industrial features to the landscape, modification of ridgelines, or blockage of views to higher quality landscape features (sky, surrounding hills, and ridges) would be perceived as an adverse visual change in the landscape.	**Moderate to High**	**Foreground**	**Low to Moderate**	**Moderate**	**Moderate to High**	**Moderate to High**	The 230 kV transmission line connection would be prominently visible from several locations within the Scout Ranch where open terrain and breaks in the treeline allow unobstructed sightlines to the transmission line. The industrial character of the structures would contrast with the predominantly natural character of the surrounding landscape. Visual contrast and view blockage would also occur as would structure skylining as the line crests the ridge and crosses to the north side of the ridge.	**Moderate to High**	**Subordinate to Co-Dominant**	**Moderate**	**Moderate**	**BEFORE:** **Significant (Class II)** **AFTER:** **Less Than Significant**	**Measure V-3a** (Project Design) **Measure V-53a** (Reroute)

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USFS	**FOREST SERVICE LANDS: SCENERY MANAGEMENT SYSTEM (SMS)**
CPUC	**NON-BLM/USFS LANDS: VISUAL SENSITIVITY – VISUAL CHANGE (VS-VC)**

TOP OF THE WORLD SUBSTATION ALTERNATIVE (cont'd)

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
				Viewer Exposure												
Key Viewpoint (KVP)	**Description**	**Visual Quality**	**Viewer Concern**	**Visibility**	**Distance Zone**	**Number of Viewers**	**Duration of View**	**Overall Viewer Exposure**	**Overall Visual Sensitivity**	**Description of Visual Change**	**Visual Contrast**	**Project Dominance**	**View Blockage**	**Overall Visual Change**	**Before Mitigation / After Mitigation**	**Mitigation**
KVP 42 **Mataguay Scout Ranch Entrance at SR 79** **Figure D.3-44**	View to the southeast toward the Top of the World alternative substation site on Vista Irrigation District land, from the entrance to the Mataguay Scout Reservation off of SR 79.	**Moderate** Foreground to background, rolling pastoral landscape supporting grass and oak woodland vegetation, surrounded by rocky hill slopes and ridges. The distant ridgelines to the east exhibit no evidence of modification. Although simple, wood-pole utility lines are visible crossing the grasslands adjacent to the highway, the landscape is predominantly natural appearing and exhibits no noticeable industrial character.	**High** Travelers on SR 79 or visitors to the Scout reservation expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting backdropped by angular to rolling ridgelines to the east. Any addition of developed industrial features to the landscape, modification of ridgelines, or blockage of views to higher quality landscape features (sky and surrounding hills) would be perceived as an adverse visual change in the landscape.	**Low**	**Background**	**Moderate**	**Brief to Moderate**	**Low to Moderate**	**Moderate**	The substation site would be minimally visible from SR 79 due to terrain and vegetation screening and distance (approximately 4.5 miles east of SR 79). However, the visible industrial character of the structures would contrast with the predominantly natural character of the surrounding landscape. Views would generally be limited to the upper portions of some of the taller components (A-frame take-off structures). Visual contrast and view blockage would be limited with a small degree of structure skylining being noticeable.	**Low to Moderate**	**Subordinate**	**Low to Moderate**	**Low to Moderate**	**BEFORE:** **Adverse but Less Significant (Class III)** **AFTER:** **Reduced**	**Measure V-3a** (Project Design **Measure V-7a** (Surface Treatment) **Measure V-7b** (Screening) **Measure V-21a** (Lighting Control)
KVP 43 **Henshaw Overlook** **Figure D.3-45**	View to the southeast toward the Top of the World alternative substation site and transmission line route, from Henshaw Overlook, off of SR 76, just west of Lake Henshaw.	**Moderate to High** Panoramic vista view overlooking Lake Henshaw, and the valley to the east to the ridges beyond. The predominantly pastoral, valley landscape supports grass and oak woodland vegetation and is bordered to the east by angular, forested ridges. Although a simple wood pole utility line does cross the valley, west of Warners Substation, which is barely discernable at a viewing distance of over four miles, the landscape is predominantly natural appearing and exhibits no noticeable industrial character.	**High** Visitors to the Overlook expect a predominantly rural inland valley landscape with views of a relatively undeveloped pastoral setting backdropped by angular to rolling ridgelines to the east. Any addition of developed industrial features to the landscape, modification of ridgelines, or blockage of views to higher quality landscape features (sky, hills, and ridges) would be perceived as an adverse visual change in the landscape.	**Low**	**Middleground to Background**	**Low**	**Extended**	**Low to Moderate**	**Moderate to High**	Due to the substantial viewing distance from Henshaw Overlook (approximately 4.25 miles to the connecting 230 kV transmission line and approximately 8.5 miles to the substation site), the substation and 230 kV transmission line would be minimally visible from the Overlook. However, to the extent that structures are visible, the industrial character (vertical structure and gray color) of the towers would contrast with the predominantly natural character of the surrounding landscape.	**Low to Moderate**	**Subordinate**	**Low to Moderate**	**Low to Moderate**	**BEFORE:** **Adverse but Less Significant (Class III)** **AFTER:** **Reduced**	**Measure V-3a** (Project Design **Measure V-7a** (Surface Treatment) **Measure V-7b** (Screening) **Measure V-21a** (Lighting Control)