

APPENDIX VR-1
JEFFERSON-MARTIN 230 kV TRANSMISSION LINE PROJECT
VISUAL RESOURCES - SUMMARY OF ANALYSIS

VIEWPOINT		EXISTING VISUAL SETTING								VISUAL CHANGE					IMPACT SIGNIFICANCE	
Key Observation Point (KOP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure							After Mitigation	
KVP 1 Edgewood County Park Serpentine Trail Figures 2A / 2B	View to the south from the south loop of the Serpentine Trail in Edgewood County Park.	Moderate to High Foreground to background rolling, grass-covered hills and forested ridges, predominantly natural in appearance with a high degree of intactness and coherence of form and character. Also includes prominent energy transmission infrastructure with substantial industrial character.	High Visitors to Edgewood County Park enjoy a predominantly natural setting with distant, panoramic sightlines to the forested ridges west of I-280 and the rolling grasslands east of I-280. Visitors also anticipate the substantial presence of the I-280 corridor and existing electric transmission infrastructure. However, any increase in industrial character or view blockage would be seen as an adverse visual change.	High	Foreground	Low	Extended	Moderate to High	Moderate to High	Tower 1/3 would replace an 89.5-foot tall lattice structure with a 115-foot tall lattice structure (28% increase in size). Tower 1/4 would replace a 117-foot tall lattice structure with a 135-foot tall lattice structure (15% increase in size). The increase in structure size would cause additional structure skylining (extending above the horizon line), a noticeable increase in structure prominence, and an increase in visible industrial character.	Moderate to High	Co-Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class I)	None
KVP 2 Interstate 280 Southbound at Edgewood Rd. Exit Figures 3A / 3B	View to the southeast toward tower locations 1/3-5 from southbound I-280, at the Edgewood Road off-ramp, approximately 0.35 to 0.8 mi. west of the proposed route.	Moderate to High Foreground to middleground rolling, grass-covered hills punctuated by stands of eucalyptus and oak woodland, and backdropped by more distant forested ridges. The landscape is predominantly natural in appearance with a high degree of intactness and coherence of form and character. I-280 and the existing electric transmission line with its substantial industrial character are prominent built features.	High Travelers on I-280 enjoy a predominantly natural setting with distant, panoramic sightlines to the forested ridges west of I-280 and the rolling grasslands adjacent to I-280. Travelers also anticipate the substantial presence of the I-280 corridor and existing electric transmission infrastructure. However, any increase in industrial character or blockage of views from I-280 would be seen as an adverse visual change.	High	Foreground to Middleground	High	Extended	High	High	Noticeable increase in tower sizes (approx. 15-28%) resulting in increased structural skylining and prominence and a noticeable increase in industrial character. More prominent vertical forms and lines would contrast with horizontal to curvilinear forms and lines of the existing landforms.	Moderate	Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class I)	None
KVP 3 Interstate 280 Northbound at Edgewood Rd. Exit Figures 4A / 4B	View to the north toward tower locations 1/7-9 from northbound I-280 at the Edgewood Road off-ramp, approximately 0.35 to 0.7 mi. south of the proposed route.	Moderate Foreground to middleground rolling, grass-covered hills with scattered groupings of trees. I-280 is a dominant built feature that commands the central portion of the primary cone of vision for northbound travelers. The existing electric transmission line with its noticeable industrial character is also a prominent built feature.	High Travelers on I-280 enjoy a predominantly natural setting with distant, panoramic sightlines to the forested ridges west of I-280 and the rolling grasslands adjacent to I-280. Travelers also anticipate the substantial presence of the I-280 corridor and existing electric transmission infrastructure. However, any increase in industrial character or blockage of views from I-280 would be seen as an adverse visual change.	High	Foreground to Middleground	High	Extended	High	Moderate to High	Substantial increase in tower sizes (approx. 17-22%) resulting in increased structural skylining and prominence and slight increase in industrial character.	Moderate	Co-Dominant	Moderate	Moderate	BEFORE: Adverse but Less Than Significant (Class III)	None
KVP 4 Cañada Road at Filoli Center Figures 5A / 5B	View to the southeast toward tower locations 1/9-2/13 from southbound Cañada Road, approximately 0.13 to 0.73 mi. west of the proposed route.	Moderate to High Foreground to middleground rolling, grass-covered hills with stands of dense oak woodland. The landscape is predominantly natural in appearance with a moderate-to-high degree of intactness and coherence of form and character. Cañada Road and the existing electric transmission line with its substantial industrial character are evident built features though views of the transmission line are limited to openings in the vegetation adjacent to Cañada Road.	High Travelers on Cañada Road enjoy a predominantly natural setting with sightlines frequently confined by roadside terrain and vegetation. More distant, panoramic sightlines to the forested ridges west of Cañada Road are available through breaks in the vegetation. Travelers also anticipate the noticeable presence of the existing electric transmission infrastructure. However, any increase in industrial character or blockage of views from Cañada Road would be seen as an adverse visual change.	Moderate to High	Foreground to Middleground	Moderate	Brief to Moderate	Moderate	Moderate to High	A 43% increase in the size of Tower 2/13, resulting in a substantial increase in structural skylining, structure prominence, and industrial character when viewed from Cañada Road and when existing from the Filoli Center.	Moderate to High	Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class II) AFTER: Less Than Significant	<u>Measure V-5a:</u> Tower Adjustment and Elimination

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KVP 5 Interstate 280 Southbound Vista Point Figures 6A / 6B	View to the west-northwest toward tower locations 3/19-4/24 from the I-280 southbound Vista Point, approximately 0.44 to 1.3 mi. east of the proposed route.	Moderate to High Foreground to middleground mosaic of rolling, grass and shrub-covered hills, slopes of oak woodland, and more distant forested ridges. The landscape is mottled in appearance with many hues of green contrasting with the sliver of light blue representing Crystal Springs Reservoir. The landscape exhibits a high degree of intactness and coherence of form and character with substantial visual variety. The existing electric transmission line towers are noticeable built features in an otherwise natural appearing landscape.	High Visitors to the vista point enjoy a predominantly natural setting with distant, panoramic sightlines to the hills, ridges, and reservoirs west of I-280. Visitor expectations are typically high at designated vista points and scenic overlooks. It is reasonable to assume that many visitors to this location are first-time viewers that would not necessarily expect to see industrial features in the form of existing electric transmission lines in such close proximity to the monument. Therefore, any increase in industrial character or blockage of views from the vista point would be seen as an adverse visual characteristic.	High	Foreground to Middleground	Low	Extended	Moderate to High	Moderate to High	Noticeable increase in tower sizes (approx. 17-41%) resulting in increased structural contrast and prominence. More prominent vertical forms and lines would contrast with horizontal to curvilinear forms and lines of the existing landforms.	Low to Moderate	Subordinate	Low	Low	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Less Than Significant (Impact reduced)	Measure V-6a: Tower Painting Measure V-8a: Reroute
KVP 6 Cañada Road Figures 7A / 7B	View to the north toward tower location 3/22 from northbound Cañada Road, approximately 0.33 mi. south of tower location 3/22.	Moderate Foreground to middleground rolling to angular, grass and oak woodland-covered hillslopes and ridges. The landscape is predominantly natural in appearance with a moderate degree of intactness and coherence of form and character. Cañada Road and the existing electric transmission tower with its substantial industrial character are prominent built features.	High Travelers on Cañada Road and users of the bike bath and Crystal Springs Trail enjoy a predominantly natural setting with sightlines frequently confined by roadside terrain and vegetation. Northbound travelers do not necessarily anticipate the abrupt presence of tower location 22 because until that point, the proposed route is substantially screened from view by adjacent terrain and vegetation. Therefore, any increase in industrial character or blockage of views from Cañada Road, the bike path, or trail would be seen as an adverse visual change.	High	Foreground	Moderate	Extended	High	Moderate to High	Slight increase in tower size (approx. 6%) resulting in increased structural skylining and prominence.	Low	Co-Dominant	Low	Low to Moderate	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Less Than Significant (Impact Reduced)	Measure V-8a: Reroute
KVP 7 Interstate 280 Southbound at Hwy. 92 Figures 8A / 8B	View to the southeast toward tower locations 3/19-4/24 from southbound I-280 at the Highway 92 overpass, approximately 0.32 mi. northwest of tower location 4/24.	Moderate Foreground to middleground rolling to angular, grass- and oak woodland-covered hills that are predominantly natural appearing. However, foreground views are dominated by substantial transportation (I-280/Hwy. 92 interchange) and electric transmission infrastructure.	Moderate to High Travelers on I-280 enjoy a predominantly natural setting with distant, panoramic sightlines to the forested ridges west of I-280 and the rolling grasslands and oak woodland adjacent to I-280. However, along this portion of I-280, travelers anticipate the substantial presence of the I-280/Hwy. 92 infrastructure and the adjacent electric transmission line. Any increase in industrial character or blockage of views from I-280 would be seen as an adverse visual change.	High	Foreground	High	Extended	High	Moderate to High	Noticeable increase in tower sizes (approx. 17-41%) resulting in increased and new structural skylining and prominence and increased industrial character. More prominent vertical forms and lines would contrast with horizontal to curvilinear forms and lines of the existing landforms.	Moderate to High	Co-Dominant	Moderate	Moderate to High	BEFORE: Significant (Class II) AFTER: Less Than Significant (MM V-8a)	Measure V-8a: Reroute Measure V-6a: Tower Painting
KVP 8 Lexington Avenue Figures 9A / 9B	View to the south toward tower location 5/29 from Lexington Avenue, approximately 250 feet east of the proposed route.	Moderate Foreground residential landscape consisting of established single story single family residences with trees and landscaping and neighborhood streets lined with utility infrastructure. Forested ridges west of Crystal Springs Reservoir are partially visible from some vantage points. Generally lacking distinctive features or elements of visual interest.	High Residential viewers in these neighborhoods would consider any increase in industrial character, transmission line structural prominence, or view blockage of the background sky and ridges an adverse visual change.	High	Foreground	Low	Extended	Moderate to High	Moderate to High	Substantial increase in tower size (approx. 30%) resulting in increased structural skylining and prominence. More prominent vertical forms and lines and industrial character would contrast with the suburban landscape and background landforms.	Moderate	Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class I) AFTER: Significant (Impact Reduced)	Measure V-9a: Tower Elimination

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KVP 9 Interstate 280 Crystal Springs Rest Area Figures 10A/10B	View to the south toward tower locations 6/35 to 7/40 from the Crystal Springs Rest Area on northbound I-280, approximately 0.13 mi. north of tower location 7/40.	Moderate to High Foreground to background open, panoramic views of grass-covered rolling hills and forested ridges that form the San Andreas rift valley. Central to the view and in contrast to the varied greens of the surrounding vegetation are the blue waters of Crystal Springs Reservoir, which add visual interest. While the landscape is predominantly natural in appearance with a moderate degree of intactness and coherence of form and character, the curvilinear ribbon of pavement defining I-280 and the vertical transmission towers with their industrial character are also prominent features.	High Visitors to the monument enjoy a predominantly natural setting with distant, panoramic sightlines to the hills, ridges, and reservoirs west of I-280. Visitor expectations are typically high at designated vista points and scenic overlooks. It is also reasonable to assume that many visitors to this location are first-time viewers that would not necessarily expect to see industrial features in the form of existing electric transmission lines in such close proximity to the overlook. Therefore, any increase in industrial character or blockage of views from the vista point would be seen as an adverse visual characteristic.	High	Foreground	Moderate	Extended	High	High	Substantial increase in tower size (approx. 18-27%) resulting in increased structural skylining and prominence. More prominent vertical forms and lines and more noticeable industrial character would contrast with the predominantly natural character of the existing landscape.	Moderate	Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class II) AFTER: Less Than Significant	<u>Measure V-10a:</u> Tower Elimination
KVP 10 Interstate 280 Southbound Figures 11A/11B	View to the south toward tower locations 7/39-41 from southbound I-280, just north of Crystal Springs Rest Area and the Junipero Serra monument.	Moderate to High Foreground to middleground rolling, grass-covered hills and oak woodland, backdropped by more distant forested ridges. The landscape is substantially natural in appearance with a high degree of intactness and coherence of form and character, particularly west of I-280. However, I-280 in particular and the existing electric transmission line with its industrial character are prominent built features.	High Travelers on I-280 enjoy a predominantly natural setting with distant, panoramic sightlines to the forested ridges west of I-280 and the rolling grasslands adjacent to I-280. Travelers also anticipate the substantial presence of the I-280 corridor and existing electric transmission infrastructure. However, any increase in industrial character or blockage of views from I-280 would be seen as an adverse visual change.	High	Foreground	High	Extended	High	High	Increase in tower sizes (approx. 12-27%) resulting in slight increase in structural skylining and prominence.	Low to Moderate	Subordinate to Co-Dominant	Low to Moderate	Low to Moderate	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Less Than Significant (Impact Reduced)	<u>Measure V-10a:</u> Tower Elimination
KVP 11 Black Mountain Road South View Figures 12A/12B	View to the south toward tower locations 7/44 & 7/45 (closest) from Black Mountain Road, approximately 0.56 mi. south of Hayne Road.	Moderate Foreground residential landscape consisting of established single story single family residences with trees, landscaping, and utility infrastructure on the east side of Black Mountain Road while the west side is a grass and tree covered buffer area between Black Mountain Road and I-280 that also contains the existing transmission line. The forested ridges west of Crystal Springs Reservoir are partially visible from some vantage points.	High Residential viewers in this neighborhood would consider any increase in industrial character, transmission line structural prominence, or view blockage of the background sky and ridges an adverse visual change.	High	Foreground	Moderate	Moderate to Extended	Moderate to High	Moderate to High	Increase in tower sizes (approx. 17-25%) resulting in a noticeable increase in structural skylining and prominence.	Moderate	Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class I) AFTER: Significant (Impact Reduced)	<u>Measure V-12a:</u> Tower Elimination
KVP 12 Crystal Springs Golf Course Figures 13A/13B	View to the northwest toward tower locations 9/56 to 9/58, from the golf course parking lot adjacent to the north end of the clubhouse.	Moderate to High Foreground to middleground manicured landscape of trees and grass and designed to provide high aesthetic appeal and views of the natural land and vegetative features west of I-280. The sculpted landscape exhibits a high degree of intactness and coherence of form and character with some visual variety and various hues of green coloration. However, the existing electric transmission line towers are prominent built features with substantial industrial character.	High Visitors to the golf course expect to see a landscape with high aesthetic appeal and characterized by a mosaic of natural vegetative forms, if highly sculpted. Any additional intrusion of built structures with industrial character or blockage of views from any of the golf course grounds would be seen as an adverse visual change.	High	Foreground	Moderate	Extended	High	High	Noticeable increase in tower sizes (approx. 11-26%) resulting in increased structural skylining and prominence. The more prominent vertical forms and lines and industrial character would contrast with the predominantly natural character and irregular vegetative forms and lines.	Moderate	Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class II) AFTER: Less Than Significant (MM V-14a)	<u>Measure V-14a:</u> Tower Elimination <u>Measure V-6a:</u> Tower Painting

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KVP 13 Interstate 280 Northbound Figures 14A/14B	View to the northwest toward tower location 10/69, from northbound I-280, just south of the Tower 10/68-69 I-280 span.	Moderate Foreground to middleground rolling grass- and oak woodland-covered hills with stands of eucalyptus west of I-280, backdropped by forested ridgelines. The predominantly natural appearing landscape is punctuated by the vertical industrial form of the existing tower at location 69 and the prominent linear form of I-280.	Moderate to High Travelers on I-280 enjoy a predominantly natural setting with distant, panoramic sightlines to the forested ridges west of I-280 and the rolling grasslands and oak woodland adjacent to I-280. However, along this portion of I-280, travelers anticipate the presence of the I-280 infrastructure and the prominent transmission line tower at location 69. Any increase in industrial character or prominence, or blockage of views from I-280 would be seen as an adverse visual change.	High	Foreground	High	Extended	High	Moderate to High	Substantial increase in tower size (approx. 37%) resulting in increased structural skylining and prominence and increased industrial character.	Moderate to High	Co-Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class II) AFTER: Less Than Significant (MM V-15a)	<u>Measure V-15a:</u> Reroute <u>Measure V-15b:</u> Tower Design <u>Measure V-6a:</u> Tower Painting
KVP 14 Sawyer Camp Trail Figures 15A/15B	View to the north toward tower locations 11/73 to 11/75, from the Sawyer Camp Trail on the San Andreas Lake Dam.	Moderate to High Predominantly natural appearing landscape consisting of a foreground to middleground mosaic of rolling, grass and tree-covered hillslopes bordering the watery expanse of San Andreas Lake. The vegetation is mottled in appearance with many hues of green contrasting with the deep blue of the lake waters. The landscape exhibits a moderately high degree of intactness and coherence of form and character with substantial visual variety. However, the existing electric transmission line towers are prominent built industrial features.	High Trail users anticipate a predominantly natural setting with distant, panoramic sightlines across the lake waters to the hills, valley floor, and forested ridges west of I-280. Therefore, any increase in industrial character or structural prominence, or blockage of views from the trail in general and KVP 14 (on the dam) in particular would be seen as an adverse visual change.	High	Foreground	Low to Moderate	Extended	Moderate to High	Moderate to High	Substantial increase in tower sizes (approx. 35% (Tower 11/73) and 39% (Tower 11/75) resulting in increased structural skylining and prominence. Pronounced vertical forms and lines would contrast with horizontal to irregular forms and lines of the existing landforms and vegetation.	Moderate to High	Co-Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class II) AFTER: Less Than Significant (MM V-16a)	<u>Measure V-16a:</u> Reroute <u>Measure V-15b:</u> Tower Design <u>Measure V-6a:</u> Tower Painting
KVP 15 San Andreas Trail Figures 16A/16B	View to the northwest toward tower location 84, from the San Andreas Trail between tower locations 13/83 and 13/84.	Moderate Substantially natural appearing landscape consisting of a foreground to middleground mosaic of rolling, grass- and tree-covered hillslopes bordering San Andreas Lake. The vegetation is mottled in appearance with many hues of green contrasting with the deep blue of the lake waters. The landscape exhibits a moderate degree of intactness and coherence of form and character with visual variety. However, the existing electric transmission line is prominent built industrial feature that impairs views of the lake and more distant terrain.	High Trail users anticipate a predominantly natural setting with distant, panoramic sightlines across the lake waters to the hills and forested ridges west of the lake. However, trail users also anticipate the highly prominent electric transmission infrastructure along this portion of the trail. Any increase in industrial character or structural prominence, or blockage of views from the trail would be seen as an adverse visual change.	High	Foreground	Low to Moderate	Extended	Moderate to High	Moderate to High	Substantial increase in tower size (approx. 36%) resulting in increased structural skylining and prominence. More prominent vertical forms and lines would contrast with the horizontal to irregular forms and lines of the existing landforms, waterbody, and vegetation.	Moderate to High	Co-Dominant to Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class II) AFTER: Less Than Significant (MM V-17a)	<u>Measure V-17a:</u> Tower Relocation <u>Measure V-17b:</u> Tower Elimination <u>Measure V-15b:</u> Tower Design <u>Measure V-6a:</u> Tower Painting

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KVP 16 Sweeny Ridge Bay Discovery Site Figures 17A/17B	View to the east toward tower locations 13/83 to 14/91, from the Bay Discovery Site on Sweeny Ridge.	High This panoramic landscape presents a high degree of visual variety and captures much of what is at the heart of the Bay Area aesthetic reputation—the juxtaposition of undeveloped natural areas, against urban landscapes, backdropped against Bay waters and distant bordering hills and ridgelines. In spite of its complexity, this landscape mosaic exhibits a high degree of intactness and coherence of form and character as it transitions from one landscape type to another. Although the existing transmission line is visible from KVP 16, it is not prominent due to its small scale at this viewing distance and the broader urban context (and coloration) in the background.	High Visitors to Sweeny Ridge and the Bay Discovery Site anticipate dramatic, panoramic sightlines across the San Francisco Peninsula to San Francisco Bay and the East Bay Hills (on a clear day). Visitor expectations are typically high at scenic overlooks and vista points. Therefore, any increase in industrial character visible from Sweeny Ridge or blockage of views from the overlook would be seen as an adverse visual change.	High	Middleground	Low	Extended	Moderate	Moderate to High	Noticeable increase in tower sizes (increases ranging from approx. 11% to 54%) resulting in increased structural prominence.	Low to Moderate	Subordinate	Low to Moderate	Low to Moderate	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Less Than Significant (Impact Reduced)	Measure V-6a: Tower Painting Measure V-19a: Tower Elimination
KVP 17 Skyline Boulevard Northbound Figures 18A/18B	View to the north toward tower locations 14/90 through 14/93, from northbound Skyline Boulevard, just south of tower location 14/90.	Moderate Transition landscape from foreground urban features to middleground undeveloped, grass- and shrub-covered rolling hills. Though there is a substantial natural appearing background component to the existing landscape, the foreground electric transmission and transportation infrastructure are equally prominent in views from Skyline Boulevard and the adjacent San Andreas Trail.	Moderate to High Travelers on Skyline Boulevard anticipate a landscape with a distinct immediate-foreground characterized by urban features (utilities and road) and a middleground consisting of natural appearing forms and character. Any increase in industrial character or prominence that is noticeable from Skyline Boulevard or the San Andreas Trail, or blockage of views to the undeveloped hills from these viewing areas would be seen as an adverse visual change.	High	Foreground	Moderate to High	Extended	High	Moderate to High	Substantial increase in tower size (approx. 34 to 66%) resulting in increased structural skylining and prominence. More pronounced vertical forms and lines would contrast with horizontal to curvilinear forms and lines of the existing landforms.	Moderate to High	Co-Dominant to Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class II) AFTER: Less Than Significant (MM V-19a)	Measure V-19a: Tower Elimination Measure V-15b: Tower Design Measure V-6a: Tower Painting
KVP 18 Transition Station / San Bruno Avenue Figures 19A/19B	View to the northwest from San Bruno Avenue toward the transition station site at the northeast corner of the Skyline Boulevard and San Bruno Avenue intersection	Moderate Foreground to middleground suburban landscape comprised of residential and commercial uses and utility infrastructure. Portions of the landscape are predominantly natural in appearance, hosting a mosaic of vegetation types and green coloration. Landscape generally lacking scenic features or elements of visual interest. Existing transmission line is a prominent industrial foreground feature.	Moderate Travelers on Skyline Boulevard and San Bruno Avenue anticipate a suburban landscape with prominent utility infrastructure and some undeveloped lands to the west. Although the transition station site is presently undeveloped and the existing transmission line contributes industrial character to the landscape, any increase in industrial character or prominence that is noticeable from Skyline Boulevard or San Bruno Avenue would be perceived as an adverse visual change.	High	Foreground	Moderate	Moderate	Moderate to High	Moderate	Addition of complex industrial facility with substantial linear forms and vertical to horizontal lines. Prominent industrial feature would contrast with the predominantly suburban to natural landscapes.	Moderate to High	Co-Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class I) AFTER: Significant (Impact Reduced)	Measure V-20a: Landscaping Measure V-20b: Design Evaluation