

4.1 Aesthetics

This section describes the existing visual setting in the vicinity of the Project Study Area, discusses the visual resources in the area of the Proposed Project, and the potential impacts to visual resources associated with construction and operation of the Proposed Project and the Alternative Project. For purposes of this section, the Project Study Area is defined as the locations where work described in Chapter 3.0, Project Description, would be performed, plus an area that extends approximately 0.7 to 9.0 miles on all sides of the aboveground facilities or to the top of the ridgelines (horizon line). The Project Study Area was selected because it encompasses the regional landscape within the vicinity of the Proposed Project, including topographical features that are visible from the areas where work would be performed, that is, the project viewshed.

4.1.1 Environmental Setting

4.1.1.1 Regional Setting

The Project Study Area includes the cities of Banning, Beaumont, Calimesa, Colton, Grand Terrace, Loma Linda, Palm Springs, Rancho Cucamonga, Redlands, San Bernardino, and Yucaipa, and unincorporated areas of Riverside and San Bernardino counties (see Figure 4.1-2: Project Study Area; all figures are provided at the end of this section). The Proposed Project component in the City of Rancho Cucamonga is limited to improvements within the Mechanical Electrical Equipment Room (MEER) at Etiwanda Substation. The extent of this work within an existing facility would not have the potential to impact visual resources in the City of Rancho Cucamonga; therefore, the City of Rancho Cucamonga is not included for further discussion. The visual setting for the Proposed Project includes daytime views, nighttime views, and views from scenic highways.

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that can be seen and that contribute to the public's experience and appreciation of the environment. Visual resource or aesthetics impacts are generally defined in terms of a project's physical characteristics, potential visibility, and the extent to which a project's presence could alter the perceived visual character and quality of the environment.

The Proposed Project would be located largely within an existing utility corridor in incorporated and unincorporated areas of Riverside and San Bernardino counties, within the San Bernardino Valley. The San Bernardino Valley region is bounded by the San Gabriel Mountains and the San Bernardino Mountains to the north, by the San Jacinto Mountains to the east, and by the Santa Ana Mountains and Pomona Valley on the south and west. The terrain of the Project Study Area varies between gently sloping plains to steep ridges and drainages in the foothills. Elevations within the Project Study Area range from approximately 1,050 to 3,000 feet above mean sea level with both mountainous topography and relatively flat urban areas.

4.1.1.2 Proposed Project Area Setting

The Proposed Project occupies a landscape corridor characterized by natural and human made elements. The Proposed Project extends from Vista Substation just west of Interstate 215 (I-215) and continues east into the cities of Grand Terrace, San Bernardino, Colton, and Loma Linda. Moving east, the Project Study Area continues into San Timoteo Canyon to an area known as Reche Canyon/Badlands. From Reche Canyon/Badlands, the Project Study Area extends east through the valley where the San Gorgonio Pass forms a natural break between the San Bernardino Mountains to the north and the San Jacinto Mountains to the south and terminates at Devers Substation in northern Palm Springs in the Coachella Valley.

Daytime views in the portions of the Project Study Area located within incorporated areas of Riverside and San Bernardino counties are characterized by urban development, including residential, commercial, and transportation uses. These portions of the Project Study Area are visually dominated by a built environment consisting of large tracts of homes, business/industrial parks, commercial development, and public utility infrastructure; however, they are interspersed with recreation facilities (e.g., parks and trails) that provide relatively expansive views.

The Proposed Project is located in portions of the reservation trust land (the Reservation) of the Morongo Band of Mission Indians and open space areas managed by the United States Department of the Interior Bureau of Land Management (BLM) (Segments 5 and 6). These portions of the Project Study Area, as well as areas in the Reche Canyon/Badlands (Segment 3), are characterized by natural elements, including rolling hills and open space areas with rural residential and equestrian uses located in the valley areas. Due to the limited amount of development and varied topography, these areas provide panoramic views of the distant mountains.

As described above, daytime views in the Project Study Area include urban development (e.g., buildings, roadways, and utility infrastructure) and natural elements (e.g., rolling hills and open space areas). In addition to daytime views, California Environmental Quality Act (CEQA) requires that nighttime views and changes to lighting and glare be assessed. Glare impacts tend to occur when a person's eyes have difficulty in adjusting to bright lights with a darker background. Glare can occur from a direct light source, such as oncoming headlights in the night, or indirectly from reflected light sources, such as light shining off water or buildings, depending on the angle of the sun. Existing nighttime lighting in the area includes highway and streetlights, lighting at public and recreational facilities such as parks and schoolyards, and localized lighting sources associated with residences and commercial developments. Other sources of light and glare in the Project Study Area include headlights or windshields of vehicles on local roadways and light reflecting off window and building surfaces.

Scenic highways are designated to preserve motorists' views of distinctive natural characteristics that are not typical of other areas. One State-designated scenic highway, State Route 62/Twenty-nine Palms Highway (SR-62), is located within and within a view of the Project Study Area. SR-62 passes through the Project Study Area just west of

Devers Substation. In addition, Interstate 10 (I-10) has been identified as an eligible State scenic highway through portions of the Project Study Area; however, no official designation has been made. The County of Riverside has identified San Timoteo Canyon Road as a Potentially Eligible County Scenic Highway. Several other designated or eligible State Scenic Highways are located in the vicinity of the Proposed Project. Figure 4.1-1, Regional Landscape Context and Representative Photograph Locations, shows the regional landscape for the Project Study Area and surrounding areas.

4.1.1.3 Project Viewsheds

The Project viewshed is defined as the general areas from which the Proposed Project is visible or can be seen by a member of the public from a public viewpoint. For purposes of describing the Proposed Project's visual setting and assessing potential visual impacts, the viewshed can be broken down into distance zones of foreground, middle ground, and background. The foreground is defined as the zone approximately within 0.25 to 0.50 mile from the viewer. Landscape detail is most noticeable and objects generally appear most prominent when seen in the foreground. The middle ground is defined as a zone that extends from the foreground up to approximately 3 to 5 miles from the viewer, and the background extends from about 3 to 5 miles to the horizon. Analysis of the Proposed Project primarily considers the potential effects on foreground viewshed conditions, although consideration is also given to the potential effects on the middle ground and background views. In many areas, components of the Proposed Project are not visible to the public due to intervening topography and vegetation and/or lack of public access.

4.1.1.4 Potentially Affected Viewers

The primary potentially affected viewer groups within the Project Study Area include nearby residents, recreational users, and motorists.

Residents, the largest viewer group, include people living adjacent to the existing WOD corridor within the cities of Banning, Beaumont, Calimesa, Colton, Grand Terrace, Loma Linda, Redlands San Bernardino, and Palm Springs, and unincorporated Riverside and San Bernardino counties. Residential views tend to be long in duration, and the sensitivity of this viewer group is considered moderate to high.

Another viewer group includes recreational users of the parks and open space facilities located in the vicinity of the Proposed Project. This group includes people using local parks, such as Stetson Community Park, Noble Creek Park, Hulda Crooks Park, and other local recreational facilities such as bikeways and schools. This viewer group also includes people using San Timoteo Canyon State Park, Whitewater Preserve, and BLM lands. Recreational views tend to be brief or moderate in duration, and the sensitivity of this viewer group is considered moderate to high.

Motorists in the vicinity of the Proposed Project are another viewer group. This group includes people traveling on public roadways, including regional highways/freeways such as SR-62, I-10, Interstate 210 (I-210), and State Route 91 (SR-91), as well as local streets. It also includes travelers along San Timoteo Canyon Road, which the County of

Riverside has identified as a Potentially Eligible County Scenic Highway. Motorists include a variety of roadway travelers: both local and regional travelers who are familiar with the visual setting, and travelers who use these streets on a less regular basis, such as those traveling through on their way to destinations farther east or west. Public roadways in the Project Study Area are generally well traveled. Affected views are typically brief in duration, generally lasting less than 1 minute. Viewer sensitivity is considered low to moderate.

4.1.1.5 Visual Character and Representative Views of the Project Area

The visual character of the area around the Proposed Project is described in the following section. Figure 4.1-1, Regional Landscape Context and Representative Photograph Locations, shows the locations of project components and the locations of each representative photograph location. Figures 4.1-3 through 4.1-27, Representative Photographs 1 through 25, present a set of 25 photographs that show representative visual conditions and public views in the vicinity of the Proposed Project. Table 4.1-1, Summary of Project Segments, Primary Viewers, and Representative Photographs, identifies the potentially affected viewers from each of these representative viewpoints. Because of the length of the Proposed Project, the intervening topography, mature vegetation, and existing urban development, the Proposed Project is not visible in its entirety from a single viewing location.

Table 4.1-1: Summary of Project Segments, Primary Viewers, and Representative Photographs

Project Segment	Potentially Affected Viewers	Representative Photographs and Visual Simulations
1	Residents, motorists, recreationists	1, 2, 3 (KOP 1), 4
2	Residents, recreationists, school children, motorists	5, 6, 7 (KOP 2), 8
3	Residents, motorists, recreationists	9 and 10 (KOP 3)
4	Residents, recreationists	11 (KOP 4), 12, 13, 14, 15 and 25
5	Motorists, shoppers/employees, residents	16, 17 (KOP 5)
6	Residents, motorists, recreationists	19, 20, 21, 22, 23 (KOP 6), 24

KOP = key observation point

During fieldwork conducted for the Proposed Project, photographs were taken from a number of representative site locations. Fieldwork was conducted on January 4 and February 19, 2012; and January 31 and March 12, 2013. Subsequent to the fieldwork, the representative photograph locations and associated photographs were reviewed and evaluated to select representative views of the visual quality and character in the Project Study Area. Several factors were considered in determining the representative photograph locations, including potential viewer groups, visual character of the landscape, viewer distance to the Proposed Project, and visual quality of the views. A total of 25 representative photograph locations were selected and are described below to provide context of the local visual setting.

Segment 1 (Photographs 1 through 4)

Segment 1 encompasses approximately 3.5 miles of the existing 220 kV double-circuit Devers-San Bernardino, Etiwanda-San Bernardino, San Bernardino-Vista and El Casco-San Bernardino transmission lines from San Bernardino Substation to the San Bernardino Junction. Segment 1 is located primarily within the cities of Loma Linda and Redlands, in an area that is primarily developed with urban uses. The representative photographs illustrate the local project setting within the developed areas of Loma Linda and existing views for users of recreational facilities and residential areas adjacent to the existing WOD corridor as well as for motorists on I-10.

Figure 4.1-3, Representative Photograph 1, shows the view from Nevada Street, approximately 320 feet north of the intersection with Almond Avenue in the City of Redlands facing north toward the Proposed Project. The transmission lines and the rooflines of the industrial buildings parallel the horizon line, while the rows of mature palm trees form a strong vertical element that dominates the middle ground of this view. The landscape in this view consists of sparse ground cover and planted palms. Textures consist of coarse, sandy soil; smooth building façades; and rough, spiky palms. Brown and tan dominate this view with the blue sky and bluish-purple hills in the background. The predominant land use in this area is business park. This view is representative of existing views for motorists on Nevada Street and for employees of the adjacent business park.

Figure 4.1-4, Representative Photograph 2, shows the view from I-10 westbound under the transmission line looking north. This view is representative of motorists traveling on I-10, an eligible scenic highway. I-10 is a heavily traveled roadway, which exposes many motorists to this view of the Proposed Project. The terrain is rolling, with varying changes in elevation. The landscape visible in this view consists primarily of low-lying grasses/shrubs and planted trees. In this view, the flood control channel is visible in the foreground with the gray angular lattice steel towers (LSTs) and power lines extending from the foreground to middle ground against the backdrop of the San Bernardino Mountains. This view is primarily horizontal with the slightly undulating line of the hills on the horizon. As shown in Figure 4.1-4, Representative Photograph 2, the colors of the landscape, bright green grass, purple-hued mountains, and blue sky contrast with the gray LSTs and cream-colored buildings. Industrial/Business Park is the dominant land use in this area.

Figure 4.1-5, Representative Photograph 3, shows the view of the existing WOD corridor from Mission Road in the City of Loma Linda looking south. From this location, the existing WOD corridor is located on relatively flat terrain, with the foothills in the background. In the foreground, the Lillian V. Miller Memorial Trail can be seen. This well-used trail, maintained by the City of Loma Linda, is planted with low- to medium-height shrubs and medium-height orange trees. The landscaping of the walking trail combined with the foothills in the background creates a vibrant mix of colors (green, pink, orange, and gold) that characterize this view. The gray LSTs and subtransmission structures are a dominant, vertical element in the middle ground of this view. Land uses in this area are primarily residential and can be seen to the east and west of the existing

WOD corridor. Textures in this view vary from smooth pavement to coarse, sandy soil to dense grasses, pointy bushes, and rounded tree tops. This view is representative of existing views for people recreating (e.g., walking and biking) on the trail and for residents adjacent to the existing WOD corridor.

Figure 4.1-6, Representative Photograph 4, shows Hulda Crooks Park as seen from the corner of Mountain View Avenue and Beaumont Avenue in the City of Loma Linda looking southeast toward the existing WOD corridor. The topography consists of low rolling hills. At this location, the landscape consists of grass, shrubs, and trees associated with the park. The roadways are visible in the foreground with the park in the middle ground. The LSTs are visible atop the hills in the background. Textures in this view vary from smooth pavement to coarse, patchy ground cover. Colors vary with the season and include yellow green, light green, light brown, and grass green. Land uses in this area consist of Hulda Crooks Park and adjacent residential development. This view is representative of existing views for visitors to Hulda Crooks Park and residents adjacent to the existing WOD corridor.

Segment 2 (Photographs 5 through 8)

Segment 2 encompasses approximately 5 miles of the existing double-circuit Devers-Vista No. 1 and Devers-Vista No. 2 220 kV transmission lines from the San Bernardino Junction to Vista Substation. Segment 2 is located largely within the cities of Grand Terrace, Colton, and Loma Linda. The following representative photographs show the rolling hills that characterize this portion of the Project Study Area where the existing WOD corridor traverses residential, commercial, and transportation uses within the cities of Grand Terrace and Colton and are representative of existing views from residential areas within and adjacent to the existing WOD corridor.

Figure 4.1-7, Representative Photograph 5, shows the view from RV Center Drive in the City of Colton looking southwest with Vista Substation in the background. At this location, the view is of a highly developed area with the existing roadway and commercial development (i.e., recreational vehicle [RV] center) in the foreground and rolling hills in the background. Multiple LSTs with crisscrossing transmission lines and other subtransmission structures and lines dominate this view. Vegetation is limited to the groundcover on the hills and some planted trees on the north side of the roadway. Colors are muted, consisting primarily of gray, grayish-brown, and gray-green associated with the vegetative cover of the hillsides, the roadway, and existing utility infrastructure. Land uses in this area include commercial and residential development. This view is typical for motorists on RV Center Drive, employees and customers in this commercial area, and nearby residents.

Figure 4.1-8, Representative Photograph 6, was taken from the top of a hill at the corner of Grand Terrace Road and Vista Grande Way in the City of Grand Terrace, facing northeast toward the existing WOD corridor. In this location, LSTs span the middle ground from east to west; while subtransmission structures and lines extend from the foreground toward the middle ground. The foreground is dominated by the roadway; existing residential development; and associated landscaping, including grass, shrubs, and

mature trees. The residential development is set against the backdrop of the San Bernardino Mountains, which are purplish-blue in hue. Other colors in this view include the greens and browns of the landscaping; the grays and browns of the roadway, LSTs, and wooden structures for the subtransmission lines; and the white/cream of the residential development. The lines in this view are primarily horizontal, with the LSTs, subtransmission structures, and mature trees comprising the primary vertical elements. Textures are varied, including bushy trees and shrubs, cracked pavement, coarse soil, and the mottled appearance of the mountains in the background. The primary land use in this area is residential development. This view illustrates the character of an older/more established neighborhood in the City of Grand Terrace and represents the view of residents in that neighborhood.

Figure 4.1-9, Representative Photograph 7, shows the view from the front of Reche Canyon Elementary School in the City of Colton looking southwest up toward the hills. At this location, the foreground view is dominated by the existing residential development, characterized by its Spanish-style architecture, red tile roofs, and cream-colored stucco walls. Foothills covered in patchy, low groundcover ranging from brown to green rise up behind these residences and form the middle ground of this view. Due to the rolling terrain, the LSTs and transmission lines are prominent against the sky in this area. Land uses in this area include public facilities (Reche Canyon Elementary School) and residential development. This view illustrates the character of a newer neighborhood in the City of Colton and represents the view of residents in that neighborhood. It is also representative of views for students attending Reche Canyon Elementary School.

Figure 4.1-10, Representative Photograph 8, was taken from Prado Lane in the City of Colton, facing southeast into Prado Park. This view is dominated by mature landscaping and recreational facilities (e.g., playground equipment, signage, barbecues, and shade structures) associated with Prado Park. As such, the primary colors in this view are green, yellow-green, yellow, brown, and tan. Textures vary from smooth (e.g., grass, play structures, signage, and sidewalk) to rough and shaggy (e.g., groundcover and treetops). The foothills, consisting of patchy, green-brown groundcover, are visible in the background. Due to the height and fullness of the mature trees in the park, the LSTs located on the hills are hardly visible. Land uses in this area include recreation facilities (Prado Park) and residential development. This view is representative of existing views from residential areas within and adjacent to the existing WOD corridor and for visitors to Prado Park.

Segment 3 (Photographs 9 and 10)

Segment 3 encompasses approximately 10 miles of the existing 220 kV double-circuit Devers-Vista No. 1, Devers-Vista No. 2, El Casco-San Bernardino, and Devers-San Bernardino transmission lines from the San Bernardino Junction to El Casco Substation. Segment 3 is located within the City of Redlands and unincorporated portions of San Bernardino and Riverside counties. In this segment, the existing structures and conductor would be removed and replaced within the existing WOD corridor. The following representative photographs are indicative of the local project setting within the San Timoteo Canyon area.

Figure 4.1-11, Representative Photograph 9, shows the view from San Timoteo Canyon Road, within unincorporated Riverside County, facing southeast toward the existing WOD corridor. This photograph was taken from the location at which San Timoteo Canyon Road is closest to the existing WOD corridor. The County of Riverside has identified San Timoteo Canyon Road as a Potentially Eligible County Scenic Highway. In this view, the roadway and the gravel shoulder dominate the foreground, with rolling hills and LSTs visible in the background. The middle ground consists of wooden subtransmission structures and associated transmission lines and mature landscaping associated with rural residential development along San Timoteo Canyon Road. The setting in this portion of the Project Study Area is largely rural/undeveloped with rolling topography. Colors consist of varying shades of brown and green associated with the hillside vegetation and planted trees that line the roadway. Developed features (e.g., roadway, LSTs, subtransmission lines) are largely gray and dark brown. Textures include coarse gravel on the roadway shoulder, smooth asphalt on the roadway, and rough groundcover on the hillsides. Land uses in this area include open space (San Timoteo Canyon State Park), agricultural, and rural residential development. This view is representative of what drivers and residents along San Timoteo Canyon Road would see.

Figure 4.1-12, Representative Photograph 10, shows the view from San Timoteo Canyon Road adjacent to the San Timoteo Canyon Schoolhouse looking southwest into San Timoteo Canyon State Park and at the existing WOD corridor. The foreground view consists of a portion of the San Timoteo Canyon Schoolhouse site, a historic site listed in the National Register of Historic Places. Vegetation on the schoolhouse site consists of grass and sparse, immature trees. The middle ground/background view consists of the LSTs sitting atop the rolling hills. The hills are covered in low-lying shrubs and grasses. Some larger, mature trees can be seen along the roadway in the northwest corner of this view. Green is the dominant color in this view, including dark green shrubs on the hillsides, bright green grass, and yellow-green leaves on the trees. Land uses in this area include open space (San Timoteo Canyon State Park) and the historic schoolhouse. This view is representative of views for motorists along San Timoteo Canyon Road and visitors to the San Timoteo Canyon Schoolhouse.

Segment 4 (Photographs 11 through 15 and 25)

Segment 4 encompasses approximately 12 miles of the existing 220 kV double-circuit Devers-Vista No. 1, Devers-Vista No. 2, Devers-El Casco, and Devers-San Bernardino transmission lines from El Casco Substation to San Geronio Avenue in the City of Banning. Segment 4 is located largely within the cities of Calimesa, Beaumont, and Banning. In this segment, the existing structures and existing conductor would be removed and replaced within the existing WOD corridor. The following representative photographs show the local project setting for Segment 4, which consists of the Pass Area near Beaumont and Banning.

Figure 4.1-13, Representative Photograph 11, shows the view from Stetson Community Park in the City of Beaumont looking northwest. This photograph was taken from beneath the transmission line looking out along the existing WOD corridor. Stetson Community Park is approximately 9 acres and offers open space and trails. The entire

park is located within the existing WOD corridor. As shown in this view, the topography is relatively flat. Rolling hills are just visible in the distance. Green turf associated with the park dominates the foreground of this view. The middle ground view consists of development (e.g., RVs, cabins) and trees associated with the Cherry Valley Lakes RV Campground and multiple transmission towers and lines. The edge of the turf forms a strong horizontal line across the middle ground contrasting with the vertical transmission towers, which extend into the background. The dominant colors in this view consist of green turf and blue sky. Land uses in this area are primarily single-family residential and with some open space/park uses (Stetson Community Park). This view represents what park users and residents adjacent to the existing WOD corridor would see.

Figure 4.1-27, Representative Photograph 25, shows the view from the end of Paradise Circle in the City of Beaumont looking west northwest toward the existing WOD corridor. As shown in the view, the terrain is flat with suburban residential development visible in the foreground. In this location, LSTs and a subtransmission tower are prominent against the background of the blue sky and white, fluffy clouds. The foreground is dominated by the roadway, existing residential development, and associated landscaping, including grass, shrubs, and small trees. Colors in this view include the greens and browns of the landscaping, the gray roadway, LSTs, and other infrastructure (e.g., light standard), and the cream and terracotta color of the residential development. The lines in this view are primarily horizontal, e.g., roadway and sidewalk, low-slung roof lines, and adjacent fence. The existing utility (LSTs) and light infrastructure (light standard) are the primary vertical elements. Textures are varied, including bushy trees and shrubs; smooth pavement and building façades, bumpy terracotta roof, and fluffy clouds. The primary land use in this area is residential development. This view illustrates the character of newer, suburban residential neighborhoods in the City of Beaumont and represents the view of residents in that neighborhood.

Figure 4.1-14, Representative Photograph 12, shows the view from within the Project Study Area looking west toward Noble Creek Park in the Oak Valley Community in the City of Beaumont. As shown in the view, the terrain is flat with recreation facilities (e.g., sports fields) visible in the foreground. Noble Creek Park, a 60-acre park, features a community center, athletic fields, benches, picnic tables, and playgrounds. Residential development can be seen in the distance. Vegetation consists primarily of turf, with dense medium-height shrubs and some medium-height trees. The line of this view is primarily horizontal due to the flat topography. The LSTs and light poles for the ball fields provide the only vertical elements in this view. The transmission lines are visible in the foreground, extending out toward the LSTs in the background. Colors and textures in this view include rough green grass; smooth gray pavement; the sandy, red clay of the baseball fields; and the red tile roofs and white facades of the distant residences interspersed with dark green tree canopies. Land uses in this area include recreation (Noble Creek Park), residential, and undeveloped open space. This view is representative of existing views for recreational users and visitors to Noble Creek Park, as well as for nearby residents.

Figure 4.1-15, Representative Photograph 13, was taken from within Noble Creek Park in the City of Beaumont looking northeast toward the existing WOD corridor. This photograph was taken from the bleachers behind home plate at one of the baseball fields in Noble Creek Park. The baseball diamond forms the foreground of this view, with another baseball diamond visible in the middle ground. Beyond the baseball diamonds, the landform rises to low hills. Atop the hills, the transmission towers and lines are prominent against the backdrop of the sky. Vegetation in this view consists of turf associated with the baseball fields and low groundcover on the hillsides. The colors in this view are vivid: red clay, emerald green turf and hillsides, and bright blue sky. Textures range from sandy and smooth (clay, turf, and transmission infrastructure) to rough and patchy (hillside groundcover). Land uses in this area include recreation (Noble Creek Park), residential, and undeveloped open space. This view is representative of existing views of the existing WOD corridor from within and outside of Noble Creek Park. This view would be seen by visitors to Noble Creek Park.

Figure 4.1-16, Representative Photograph 14, shows the view from the trailhead at Cherry Avenue and Oak Valley Parkway in the City of Beaumont looking east along the existing WOD corridor. The existing bikeway dominates the foreground and middle ground of this view. The existing transmission towers and their spans extend from the foreground into the background. The residential area to the south is also visible along the bikeway. The topography along the existing WOD corridor is flat with distant views of the mountains and foothills. Vegetation consists of patchy low groundcover with grasses and low mounded shrubs. In this view, the colors are associated primarily with the vegetation and, therefore, vary seasonally from yellow and brown to yellow-green and green. In addition to the existing recreation use (bike path), residential uses and the Albert A. Chatigny Sr. Community Center are located just to the south, and an elementary school and middle school are located to the north. This photograph is representative of what a person recreating (e.g., walking or biking) within the existing WOD corridor would see.

Figure 4.1-17, Representative Photograph 15, was taken from within San Gorgonio Memorial Park in the City of Banning looking southeast at the Proposed Project. Vegetation (e.g., lawn and trees) associated with the cemetery and the cemetery roadway form the foreground/middle ground of this view. The existing LSTs are also located in the middle ground, towering above the surrounding trees. From this vantage point, patches of white associated with urban development are visible on the valley floor, with the San Bernardino Mountains prominent in the background. Vegetation in this view consists of grass and trees associated with the San Gorgonio Memorial Park and ground cover on the distant mountains. Colors include the yellow-green of the grass; dark green trees; mottled green, brown, and purplish-blue of the mountainsides; and the gray infrastructure. Land uses in this area include public facilities (e.g., cemetery), and residential and undeveloped open space/ranch land. Representative Photograph 15 characterizes views of the mountains that can be seen from this portion of the Project Study Area and is representative of views from the cemetery, a publicly accessible area.

Segment 5 (Photographs 16 and 17)

Segment 5 encompasses approximately 9 miles of the existing 220 kV double-circuit Devers-Vista No. 1, Devers-Vista No. 2, Devers-El Casco, and Devers-San Bernardino transmission lines from San Gorgonio Avenue in the City of Banning to the eastern limit of the Reservation at Rushmore Avenue. Segment 5 is located primarily within the Reservation. Within this segment, approximately 3 miles of the existing WOD corridor through the Reservation would be abandoned and replaced with a new 3-mile alignment pursuant to the SCE-Morongo Right of Way (ROW) agreement. In addition to this new 3-mile alignment, an alternative to the new 3-mile alignment (Alternative Project) is proposed. The following representative photographs show the local project setting for Segment 5, which is characterized by views of the San Bernardino Mountains.

Figure 4.1-18, Representative Photograph 16, was taken from the corner of Malki Road and Seminole Drive in the unincorporated community of Cabazon looking northwest at the Proposed Project. The entry gate to the Reservation is just visible to the east. From this location, the San Bernardino Mountains appear in the distant background. The roadway is prominent in the foreground. Various transmission towers and light standards can be seen in the foreground, middle ground, and background of this view. Vegetation is limited to patchy groundcover on the distant mountainsides. Colors are muted and dominated by shades of gray, green, and tan. Most of the textures in this view are smooth, from the pavement and metal light poles to the groundcover on the mountainsides, which, when seen at a distance, appear relatively smooth. Land uses in this area consist primarily of undeveloped open space and commercial development (e.g., Cabazon Outlet Mall). This view is representative of motorists on Malki Road and Seminole Drive and visitors to the Reservation.

Figure 4.1-19, Representative Photograph 17, shows the view from the corner of Seminole Drive and the west entrance of the existing Cabazon Outlet Mall looking north at the Proposed Project. The San Bernardino Mountains are visible in the background and middle ground of this view. The foreground is dominated by development associated with the outlet mall, including the roadway, buildings, light poles, and landscaping (e.g., trees and groundcover). The transmission towers and lines are barely visible in the middle ground of this view. The lines in this view are primarily vertical (e.g., light poles, building walls, and transmission towers) with the exception of the undulating mountain ridgelines and the roadway. The bright colors of the commercial development (e.g., coral and yellow-orange buildings, white light poles, and black asphalt paving) contrast with the muted greens, tans, and blues of the mountains in the distance. In this view, vegetation consists of groundcover on the distant mountainsides and planted landscaping associated with the outlet mall.

Segment 6 (Photographs 18 through 24)

Segment 6 encompasses approximately 8 miles of the existing 220 kV double-circuit Devers-Vista No. 1, Devers-Vista No. 2, Devers-El Casco, and Devers-San Bernardino transmission lines from the eastern limit of the Reservation at Rushmore Avenue to Devers Substation. Segment 6 is located within unincorporated Riverside County, BLM lands, and the City of Palm Springs. In this segment, the existing structures and existing

conductor would be removed and replaced within the existing WOD corridor. The following representative photographs illustrate the local project setting for Segment 6, which is largely undeveloped open space land.

Figure 4.1-20, Representative Photograph 18, was taken from the Pacific Crest National Trail looking east toward the Proposed Project and the unincorporated community of Whitewater in Riverside County. The Pacific Crest National Trail is a long-distance mountain hiking and equestrian trail closely aligned with the highest portion of the Sierra Nevada and Cascade mountain ranges. A portion of the trail can be seen in the foreground of this view along with native shrubs. Some residential development is visible in the middle ground, with low hills in the background. The existing transmission towers and lines dot the landscape from the middle ground to the background. Colors in this view are typical of the desert landscape in this area and include varying shades of brown, tan, and cream with some green. Textures are largely coarse and sandy (trail surface), smooth (hillside), and bristly/sharp (shrubs). Undeveloped open space is the predominant land use in this area, with some residential development associated with the Whitewater Community. This photograph represents the view of hikers on the Pacific Crest National Trail and residents in the Whitewater Community.

Figure 4.1-21, Representative Photograph 19, was taken from Haugen-Lehman Way between Cottonwood Drive and Chaparral Road looking northeast at the Proposed Project. The topography in this area of the Proposed Project is rolling. In this view, residential development and associated infrastructure and landscaping (trees) can be seen in the foreground. The middle ground/background consists of low hills with patchy, low groundcover. Wind turbines at the San Gorgonio Pass Wind Farm are visible atop the hills in the background. The existing transmission towers and lines span north-south through the middle ground of this view. The light brown color that characterizes the bush scrub vegetation in this area is the dominant color in this view, interrupted by patches of white/cream (residence) and dark green (trees). Undeveloped open space is the predominant land use in this area, with some residential development associated with the Whitewater community. This view is representative of views from residences adjacent to the existing WOD corridor.

Figure 4.1-22, Representative Photograph 20, shows the view from the Whitewater rest area eastbound looking north at the Proposed Project. In this view, development associated with the freeway rest area (e.g., picnic tables, sidewalks, trash cans, and light standards) dominate the foreground view. Low hills can be seen in the middle ground/background. Wind turbines at the San Gorgonio Pass Wind Farm are visible atop the hills in the background. The existing LSTs are also located on the hilltops, but are hardly visible against the backdrop of the sky. Vegetation consists of planted trees and turf in the rest area and groundcover on the hillsides. In this view, colors range from the light gray of the rest area amenities to the golden hills and dark green tree canopies. Undeveloped open space and roadway are the predominant land uses in this area. The City of Palm Springs also maintains the Whitewater Adobe Park adjacent to the Whitewater rest area. This photograph represents the view of motorists on I-10 and travelers stopping at the Whitewater rest area.

Figure 4.1-23, Representative Photograph 21, was taken from Canyon Road Drive near the Whitewater Preserve looking southeast at the Proposed Project. As shown in this view, this portion of the Project Study Area is largely undeveloped. A portion of the roadway can be seen in the foreground, but the view is dominated by native vegetation and views of the San Bernardino Mountains. Wind turbines are visible in the middle ground of this view, along with several of the existing LSTs atop a low hill. Vegetation in this view consists of native shrubs. Colors include the tan soil, gray roadway, greenish-brown ground cover, and purple-hued mountains in the background. Textures are mostly rough and bristly with the exception of the wind turbines, which are smooth and streamlined. Undeveloped open space is the predominant land use in this area. This view is representative of existing views for visitors to the Whitewater Preserve.

Figure 4.1-24, Representative Photograph 22, shows the view from a water tower in the unincorporated community of Painted Hills in Riverside County looking southeast toward Devers Substation. At this location, native vegetation (low-lying shrubs and scrub habitat) dominate the foreground view. The background consists of hazy, indistinct views of the foothills of the San Bernardino Mountains. Utility infrastructure, including existing LSTs and wind turbines, forms the middle ground of this view. The gray LSTs are barely distinguishable from the many white wind turbines that dot the landscape in this area. Glimpses of nearby residential development can also be seen in the middle ground. At this location, the topography varies from rolling hills to the flat valley floor. Colors in the foreground include tan, green, brown, and yellow. The background ranges from dark blue-gray near the base of the hills to lavender mountain tops. Land uses in this area include undeveloped open space and residential development. This view is representative of existing views for residents in the Painted Hills community.

Figure 4.1-25, Representative Photograph 23, was taken at the corner of Painted Hills Road and Vernon Road in the Painted Hills community looking southwest at the Proposed Project. In this view, the middle- and foreground views consist of native shrubs, bare soil, and planted trees interspersed with wind turbines and transmission towers and lines. The San Bernardino Mountains form the background of this view. In contrast to some of the other views of Segment 6, this vantage point is located in closer proximity to the mountains, so their rugged character is more visible from this location. While the existing LSTs are distinguishable, their mass and height are similar to the many wind turbines that are visible in this location. Colors in this view consist of reddish-brown soil, green and brown shrubs, dark green tree canopies, white turbines, and gray towers. The mountains in the background are mottled tan, green, and gray.

Figure 4.1-26, Representative Photograph 24, shows the view from SR-62 looking northwest toward the Dillon exit and the Proposed Project. SR-62 from I-10 to the San Bernardino County line has been designated a State Scenic Highway. The roadway and associated elements (e.g., cars and signs) dominate the foreground view with bare soil and low-lying shrubs lining the roadway on either side. Distant views of rolling hills are visible in the background. The lines in this view are primarily horizontal, with the roadway stretching out toward the undulating line of the horizon. The existing WOD corridor spans the roadway in this location, and a few of the existing transmission towers can be seen, but are not prominent. Colors in this view are primarily gray (roadway) and

gold/tan with patches of green (hillsides and roadsides). Land uses in this area include undeveloped open space and residential development. This view is representative of existing views for motorists on SR-62, a designated State Scenic Highway.

San Bernardino Substation (Representative Photograph 2)

San Bernardino Substation is located north of San Bernardino Avenue and east of Mountain View Avenue in the City of Redlands. Figure 4.1-4, Representative Photograph 2, depicts the view of San Bernardino Substation from I-10 westbound under the existing WOD corridor. In this view, the substation is barely visible to the left in the middle ground behind the existing industrial buildings. The LSTs and other transmission towers associated with the substation are established landscape features that appear within the existing WOD corridor, adjacent to business park/industrial buildings, streetlights, and trees.

Vista Substation (Representative Photograph 5)

Vista Substation is located west of I-215 and north of Newport Avenue in the City of Grand Terrace. Figure 4.1-7, Representative Photograph 5, is a view of RV Center Drive looking southwest, with Vista Substation in the background. In this view, the existing substation is barely visible; however, the LSTs, tubular steel poles (TSPs), and wood poles associated with the substation are prominent features in the middle ground and background.

El Casco Substation (Representative Photographs 9 and 10)

El Casco Substation is located off of San Timoteo Canyon Road, west of the City of Beaumont in Riverside County. El Casco Substation is located within the boundaries of the Norton Younglove Preserve/Reserve. Surrounding hilly topography generally blocks views to the substation, which is located in a valley. However, recreationists and motorists on San Timoteo Canyon Road may have intermittent views of the substation. Although El Casco Substation is not shown in any of the representative photographs described above, Representative Photographs 9 and 10 (Figures 4.1-11 and 4.1-12) illustrate the views of the existing WOD corridor from San Timoteo Canyon Road. From these views, the LSTs and wood poles are established landscape features within the largely undeveloped setting of San Timoteo Canyon.

Devers Substation (Representative Photograph 22)

Devers Substation is located north of I-10 and northwest of the City of Palm Springs in Riverside County. Figure 4.1-24, Representative Photograph 22, shows the view from a water tower in the unincorporated community of Painted Hills in Riverside County looking southeast toward Devers Substation. In this view, the existing substation is only just visible, and the LSTs associated with the substation are barely distinguishable from the many white wind turbines that dot the landscape in this area.

66 kV Subtransmission Lines (Representative Photographs 2, 3, and 4)

The Proposed Project would require relocation of those portions of the existing San Bernardino-Redlands-Timoteo 66 kV (approximately 2 miles) and the existing San Bernardino-Redlands-Tennessee 66 kV (approximately 3.5 miles) subtransmission lines located within Segment 1 to new routes within existing ROW or franchise,¹ or newly acquired ROW. These two existing 66 kV subtransmission lines are currently located on approximately nine double-circuit LSTs and 28 double-circuit wood poles within the Segment 1 ROW. In Figure 4.1-5, Representative Photograph 3, the existing subtransmission line and associated wood poles are visible to the right of the 220 kV LSTs in the middle ground of this view.

Telecommunications

The new telecommunications infrastructure would include additions and modifications to the existing telecommunications system in order to maintain telecommunications operations during and after construction of the Proposed Project. The telecommunications infrastructure would be constructed in new and existing underground conduit and cable trench, and on existing riser, distribution, and subtransmission poles. Additionally, removal of the fiber optic portions from the existing 220 kV structures to connections in the field and/or at existing substations would be required. Because modifications to the telecommunications system would be primarily located either underground or on existing poles, no representative photographs were taken for these facilities. Figure 3.1-7, Telecommunication Route Description, shows the telecommunications route.

12 kV Distribution Lines

Relocation of existing distribution facilities would be required to accommodate relocation of 220 kV transmission infrastructure. Distribution work resulting from the 220 kV transmission portion of the Proposed Project would include overhead and underground construction. Distribution work resulting from 220 kV transmission line work would be conducted in franchise or newly acquired utility ROW. The Dental 12 kV circuit would be relocated to a new underground system (approximately 1.5 miles). The Intern 12 kV circuit would be relocated into the same new underground system as the Dental 12 kV circuit, and a portion would be underbuilt on existing 66 kV subtransmission poles. Because modifications to the distribution lines would be primarily located either underground or on existing poles, no representative photographs were taken for these facilities. Figure 3.1-5, Relocated Subtransmission and Distribution Line Routes Description, shows the relocated subtransmission and distribution line routes.

Additionally, the relocations of both the San Bernardino-Redlands-Timoteo 66 kV and the San Bernardino-Redlands-Tennessee 66 kV subtransmission lines would require the additional relocation of existing distribution circuits and associated equipment from

¹ The term “franchise” refers to utility infrastructure ROW agreements that SCE holds with local jurisdictions.

existing poles to new subtransmission poles exclusively in Segment 1, as described for Representative Photographs 1 through 4 above.

Staging Yards

SCE anticipates using one or more of the possible temporary staging yards listed in Table 3.2-A, Potential Staging Yard Locations, seen in Figure 3.2-1, Potential Staging Yard Locations, as a reporting location for workers, vehicle and equipment parking, and material storage. Typically, each yard would be 3 to 20 acres in size, depending on land availability and intended use. Preparation of the staging yard would include temporary perimeter fencing and, depending on existing ground conditions at the site, include the application of gravel or crushed rock. Any land that may be disturbed at the staging yard would be restored to pre-construction conditions or to conditions agreed upon between SCE and the landowner following completion of construction for the Proposed Project. Due to their distance from the existing WOD corridor, the proposed staging yard locations cannot be seen from any other representative photographs described above. However, Representative Photographs 2, 5, 9, 15, and 22 illustrate the settings for the Lugonia, Grand Terrace, Poultry/San Timoteo, Hathaway 1 and 2, and Devers staging yards, respectively.

4.1.2 Regulatory Setting

4.1.2.1 Federal Regulatory Setting

Federal Land Policy and Management Act as Amended

The Federal Land Policy and Management Act (FLPMA) of 1976 (90 Stat. 2743; 43 U.S. Code 1601, et seq.) established BLM as the jurisdictional agency for expanses of land in the West to be managed as multiuse lands. The following sections of the FLPMA relate to the management of visual resources on Federal lands:

- § 102(a): “The public lands [shall] be managed in a manner that will protect the quality of scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archeological values.”
- § 201(a): “The Secretary shall prepare and maintain on a continuing basis an inventory of all public lands and their resources and other values (including ... scenic values).”
- § 202(c)(1-9): ... in developing land use plans, the BLM shall use ... the inventory of the public lands; consider present and potential uses of the public lands, consider the scarcity of the values involved and the availability of alternative means and sites for realizing those values; weigh long-term benefits to the public against short term benefits.”
- § 505(a): “Each right-of-way shall contain terms and conditions which will ... (ii) minimize damage to the scenic and esthetic values.” (BLM 2001)

United States Department of Interior, Bureau of Land Management

The BLM management plans in the vicinity of the Proposed Project include the South Coast Resource Management Plan (1994), Draft South Coast Regional Management Plan and Environmental Impact Statement (2011), the California Desert Conservation Area Plan (as amended 1994), including the California Desert Conservation Area Plan Amendment for the Coachella Valley (2002).

South Coast Resource Management Plan. The 1994 South Coast Resource Management Plan (SCRMP) covers approximately 296,000 acres of Federal land in four management areas across San Diego, Riverside, San Bernardino, Los Angeles and Orange Counties. The Riverside-San Bernardino County Management Area includes the western portions of these counties, which are outside of the California Desert Conservation Area (CDCA) (BLM 1994).

The overall visual management directive in the 1994 SCRMP stipulates that all areas will be managed as Visual Resource Management (VRM) Class III, except within the Potrero and Santa Margarita Reserve Areas of Critical Environmental Concern (ACECs) (Class II) and eligible segments of the Santa Margarita River (Class I) (BLM 1994). The only SCRMP area within the Project Study Area is the San Jacinto Wilderness Area located south of Interstate 10 and approximately three miles from the WOD corridor.

As part of the Draft SCRMP Revision (2011), a visual inventory was conducted and visual resource management classifications were proposed for each of the four proposed alternatives. Since the revised SCRMP has not yet been adopted and the preferred alternative has not been selected, the VRM classes from the existing 1994 SCRMP apply.

California Desert Conservation Area Plan. The CDCA Plan covers approximately 25 million acres of land, half of which is administered by the BLM. Within the CDCA, there are several planning areas:

- The Northern and Eastern Colorado Desert Coordinated Management Plan;
- The Northern and Eastern Mojave Desert Coordinated Management Plan;
- The West Mojave Plan;
- The Santa Rosa and San Jacinto Mountains National Monument;
- The California Desert Conservation Area Amendment for Coachella Valley; and
- The Western Colorado Bioregional Plan.

The CDCA overlaps the eastern section of the Project Study Area and a portion of the Proposed Project is located within the Coachella Valley planning area. The CDCA Plan does not contain a visual resources element and has no established VRM Classes.

Coachella Valley California Desert Conservation Area Plan Amendment. The BLM manages approximately 28 percent (330,516 acres) of the total Federal and non-Federal land in the Coachella Valley planning area, located approximately 100 miles east of Los

Angeles in central Riverside County and a small portion of San Bernardino County. Based on their general characteristics, BLM-managed lands in the Coachella Valley have been assigned VRM classes I through IV. Segment 6 of the Proposed Project is located within a portion of the Coachella Valley Planning Area south of Desert Hot Springs and north of Palm Springs. The majority of this area is designated VRM Class II, with a small area designated as Class IV. For the purpose of this analysis, the more restrictive class (Class II) has been applied.

4.1.2.2 State Regulatory Setting

California Department of Transportation (Caltrans): Scenic Highway Program

California's Scenic Highway Program was created by the California Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The State Scenic Highway System includes highways that are either eligible for designation as scenic highways or have been designated as such. The status of a State Scenic Highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and State legislation is passed to make the designation official.

California Streets and Highways Code Sections 260–263

These sections define California's scenic highways. One State-designated scenic highway is located within or within a view of the Project Study Area. As described above, SR-62 from I-10 to the San Bernardino County line has been designated a State Scenic Highway. SR-62 passes through the Project Study Area just west of the Devers Substation. I-10, through portions of the Project Study Area in the counties of Riverside and San Bernardino, has been identified as an eligible State Scenic Highway; however, no official designation has been made. In addition, the County of Riverside has identified San Timoteo Canyon Road as a Potentially Eligible County Scenic Highway. Other designated or eligible State Scenic Highways in the Project Study Area include: State Route 243 (SR-243) from State Route 74 (SR-74) to the Banning city limits (designated), State Route 111 (SR-111) from SR-74 to I-10 (eligible), State Route 38 (SR-38) from I-10 near Redlands to State Route 18 (SR-18) near Fawnskin (eligible), State Route 330 (SR-330) from State Route 30 (SR-30) near Highland to SR-18 near Running Springs (eligible). Figure 4.1-1, Regional Landscape Context and Representative Photograph Locations, shows the regional landscape for the Project Study Area and surrounding areas.

4.1.2.3 Local Regulatory Setting

The California Public Utilities Commission (CPUC) has jurisdiction over the siting and design of the project because the CPUC regulates and authorizes the construction of investor-owned utility (IOU) facilities. Although such projects are exempt from local land use and zoning regulations and permitting, General Order No. 131-D, Section III.C, requires "the utility to communicate with, and obtain the input of, local authorities

regarding land-use matters and obtain any non-discretionary local permits.” As part of its environmental review process, SCE considered aesthetic resource policies from local planning documents. Table 4.1-2, Local Land Use Documents Applicable to Visual Resources/Aesthetics, summarizes key policies in local land use plans applicable to aesthetics.

Table 4.1-2: Local Land Use Documents Applicable to Visual Resources/Aesthetics

Document	Plans, Policies, Program
City of Banning General Plan, Community Development Element	Policy 3: The City of Banning shall protect the peaks and ridgelines within the City, and encourage coordination with adjacent jurisdictions to protect the peaks and ridgelines within the City’s area of influence, to protect the historic visual quality of hillside areas and natural features of the Pass area.
City of Beaumont General Plan, Resource Management Element	Policy 20: The City of Beaumont shall negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.
City of Calimesa, Resource Management Element	<p>Goal 2: Conserve and protect significant landforms and hillside areas.</p> <p>Policy 2.5: Protect the City’s scenic and visual resources by limiting ridgeline development and building heights.</p> <p>Goal 7: Seek to provide a network of open space areas to preserve natural resources and to provide visual and physical relief from urban development.</p> <p>Policy 7.5: Designate City scenic highways and develop guidelines for developments along or adjacent to these highways.</p>
City of Colton General Plan, Open Space and Conservation Element	Principle: Outstanding scenic vista and visual features shall be preserved and protected through the use of view easements, height limitations, and a design review board.
City of Grand Terrace General Plan	<p>Policy 2.5.2: Areas designated as Open Space shall be preserved to provide long-term recreation opportunities as well as the preservation of scenic and environmental resources and the protection of public health and safety.</p> <p>Policy 4.5.2: The City shall designate Blue Mountain as a community symbol reflecting its value as a major open space and scenic resource.</p>
City of Loma Linda General Plan, Conservation and Open Space Element	<p>Guiding Policy: Protect views and landforms.</p> <p>Implementing Policy A: Preserve outstanding natural features, such as the skyline of a prominent hill, rock outcroppings, the San Timoteo Creek Aviary Sanctuary, and native and/or historically significant trees.</p> <p>Implementing Policy C: Require new development to be designed to conserve soil and avoid erosion by limiting cut and fill areas and the exporting of soil from the development site.</p> <p>Implementing Policy D: Limit development of ridgelines.</p>
City of Palm Springs General Plan, Community Development Element	<p>Policy CD2.5: Preserve and enhance the scenic desert character along the I-10 Corridor.</p> <p>Goal CD25: Recognize, preserve, and enhance the aesthetic value of the City’s hillsides, mountains, canyons, and natural terrain.</p> <p>Policy CD25.1: Preserve the frontal slopes of the Santa Rosa and San Jacinto Mountains and slopes of individual landmark peaks that face the desert floor as permanent open space to protect their scenic value.</p> <p>Policy CD25.2: Preserve scenic views along primary corridors in the Chino Cone</p>

Table 4.1-2: Local Land Use Documents Applicable to Visual Resources/Aesthetics

Document	Plans, Policies, Program
	<p>and along Highway 111.</p> <p>Policy CD25.3: Require that all land uses and future development proposals respect and protect the scenic values of the desert and mountain terrain.</p> <p>Policy CD26.4: Require specialized design review for development along scenic corridors including, but not limited to, building height restrictions, setback requirements, and site-orientation guidelines.</p> <p>Policy CD26.9: Seek to preserve and maintain, through acquisition or regulation, those areas or sites that are found to have exceptional scenic value.</p>
City of Redlands General Plan	<p>Policy 41.d: Major topographic features within the San Timoteo and Live Oak Canyon areas shall be preserved, maintained, and where possible, enhanced. Major ridgelines should not be modified although development on a ridgeline may be allowed where there is offsetting need demonstrated.</p> <p>Policy 41e: Within the Live Oak Canyon and San Timoteo Canyon areas, the canyon walls immediately below major ridgelines and vegetation thereon shall be preserved and enhanced where appropriate. Slopes that are in excess of 50% shall be preserved intact except for public safety needs.</p>
City of San Bernardino General Plan	<p>Policy 6.4.4: Design development within designated and eligible scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.</p> <p>Policy 6.4.5: Encourage joint efforts among federal, state, county, and City agencies and citizen groups to ensure compatible development within scenic corridors.</p> <p>Policy 6.4.6: Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features.</p> <p>Policy 6.4.7: Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.</p>
City of Yucaipa General Plan	<p>Goal OS-9: Provide for the visual enhancement of existing and new development through landscaping and preservation of scenic vistas.</p> <p>Policy D: Development shall be controlled on prominent ridgelines.</p> <p>Policy E: New regional community infrastructure on hilltops shall be allowed only when no alternative sites are available and if approved by the City Council.</p> <p>Policy F: Review site planning, including architectural design, to prevent obstruction of scenic views and to blend with the surrounding landscape.</p> <p>Goal SH-1: Promote the appropriate and positive landscape treatment along scenic highways to provide necessary buffering and screening, as well as to provide scenic openness by preserving visual access to natural scenic vistas and features.</p>

Table 4.1-2: Local Land Use Documents Applicable to Visual Resources/Aesthetics

Document	Plans, Policies, Program
Riverside County General Plan, Multipurpose Open Space Element	<p>OS 21.1: Identify and conserve skylines, view corridors, and outstanding scenic vistas within Riverside County.</p> <p>Reche Canyon/Badlands Area Plan 11.1: Protect the scenic highways in the Reche Canyon/Badlands area from change that would diminish the aesthetic value of adjacent properties through policies in the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.</p> <p>Reche Canyon/Badlands Area Plan 13.1: Protect visual and biological resources in the Reche Canyon/Badlands area through adherence to General Plan policies found in the Multipurpose Open Space Element.</p> <p>The Pass Area Plan 12.1: Protect the scenic highways in the Pass from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.</p> <p>The Pass Area Plan 20.1: Identify the ridgelines that provide a significant visual resource for the Pass through adherence to the Hillside Development and Slope section of the General Plan Land Use Element.</p>
San Bernardino County General Plan, Open Space Element	<p>Goal OS 5: The County will maintain and enhance the visual character of scenic routes in the County.</p> <p>OS 5.3: The County desires to retain the scenic character of visually important roadways throughout the County. A “scenic route” is a roadway that has scenic vistas and other scenic and aesthetic qualities that over time have been found to add beauty to the County. There the County designates the following routes as scenic highways and applies all applicable policies to development on these routes (see Figure 2-4A through 2-4C of the Circulation and Infrastructure Background Report):</p> <ul style="list-style-type: none"> a. Beaumont Avenue within Loma Linda SOI k. San Timoteo Canyon Road in Loma Linda SOI

Morongo Reservation

The Proposed Project will traverse approximately 8 miles of the tribal trust lands of the Morongo Indian Reservation east of Banning, California. Except for approximately two miles of new corridor between Malki Road and the western boundary of the Reservation, the Proposed Project will utilize the transmission corridor that has been used by existing SCE 220 kV transmission lines starting in 1945, and as subsequently expanded. Matters concerning the use of the Reservation’s trust lands are subject to approval by the Morongo Band’s General Membership, which consists of all enrolled adult voting members. With limited exceptions, the Morongo Band does not release its internal ordinances and other laws to the public.

The Morongo Band’s General Membership has voted to approve the Bureau of Indian Affairs’ grants to SCE of the rights of way and easements necessary for SCE to continue operating its existing 220 kV facilities on the Morongo Reservation and to replace and upgrade those facilities with the WOD Project. The Morongo Band’s approval of these

grants of rights of way and easements includes relocating approximately two miles of the corridor west of Malki Road into a new corridor depicted on Figure 2-3, Proposed and Alternative Transmission Line Routes, as either the Proposed Project (Alternative 1) or the Alternative Project (1X). The existing corridor, plus either Alternative 1 or 1X, thus would be consistent with all applicable tribal laws, and are the only corridors approved by the Morongo Band for the continued operation and eventual replacement of SCE's 220 kV facilities on and across the trust lands of the Morongo Indian Reservation.

4.1.3 Methodology

The visual analysis is based on a review of technical data, including project maps and drawings, aerial and ground-level photographs of the area around the Proposed Project, local planning documents, computer-generated visual simulations, and field observations.

The visual analysis employs methods based on the BLM VRM process (BLM 1984). BLM methodology was used for the visual impact assessment because it is a widely recognized approach for inventory and analysis of visual resource values, and because a small portion of the Proposed Project crosses BLM land. The BLM's approach is based on an inventory of visual resource values to characterize the scenic quality of a project area.

As noted above, the BLM plans in the vicinity of the Proposed Project assign VRM Classes to some, but not all of the Federal lands in the Project Study Area. As described above, a portion of the Proposed Project (part of Segment 6) is located in the Coachella Valley planning area. The portions of the planning area in which the Proposed Project is located have been designated as VRM Class II and IV. The BLM does not assign VRM class designations to non-Federal land. Therefore, the first step in the VRM process for the Proposed Project was to conduct an inventory of visual resources in a manner consistent with that outlined by the BLM.

Representative Photographs 1 through 25 present a set of 25 photographs that show representative visual conditions and public views in the vicinity of the Proposed Project. From this set of photographs, seven publicly accessible key observation points (KOPs) were selected to represent views potentially seen by a large number of viewers, primarily within residential or public recreation areas and along scenic routes or other public roadways. The KOPs were used to characterize the landscape of each segment (or Scenic Quality Rating Unit) of the Proposed Project. The analysis of Proposed Project impacts is based on a description of potential changes to existing visual resources and assesses potential viewer response to that change.

To document the potential changes, visual simulations were created to illustrate the future state of the Proposed Project as seen from KOPs. The visual simulation images portray the location, scale, and appearance of the Proposed Project as it would be seen from the seven publicly accessible KOPs within the Project Study Area. These potential changes were assessed, in part, by evaluating computer-generated visual simulations and comparing them to the existing visual environment.

4.1.3.1 Inventory of Visual Resources

The first step in the VRM process was to conduct an inventory of visual resources. Using the KOPs, the landscape of each project segment (or Scenic Quality Rating Unit) was described in terms of the following three factors:

- Scenic Quality:** Scenic quality is a measure of the overall impression or appeal of an area created by the physical features of the landscape, such as natural features (landforms, vegetation, water, color, and scenery) and built features (roads, buildings, and utility lines). These features create the distinguishable form, line, color, and texture of the landscape that can be judged for scenic quality criteria such as distinctiveness, contrast, variety, harmony, and balance. Scenic quality components are evaluated to arrive at one of three scenic quality ratings (A, B, or C) for a given landscape. As shown in Appendix L, Visual/Aesthetics, KOPs 1, 2, 4, and 6 were given a rating of B (score between 12 and 18) and KOPs 3, 5, and 7 received a rating of C (score of 11 or less).
- Viewer Sensitivity:** Viewer sensitivity is a factor used to represent the value of the visual landscape to the viewing public, including the extent to which the landscape is viewed. Sensitivity considers such factors as visual access (including the duration and frequency of the view), type and amount of use, public interest, adjacent land uses, and whether the landscape is part of a special area (e.g., California Desert Conservation Area or Area of Critical Environmental Concern). As shown on the Sensitivity Level Rating Sheet in Appendix L, Visual/Aesthetics, KOPs 1 and 3 received an overall sensitivity rating of “High” due to location in or near special areas (e.g., scenic roadway or recreation resource), amount of use, and public interest. KOPs 2, 4, 5, 6, and 7 received an overall sensitivity rating of “Moderate” due to the types of use (e.g., recreation, traffic, or residential); amount of use (residents have long-duration views), and adjacent land uses (residential use).
- Viewing Distance Zones:** Viewing distance zones describe how far from a specific vantage point a feature is visible. Landscapes are generally subdivided into three distance zones based on relative visibility from travel routes or observation points. The foreground/middleground (F/M) zone includes areas that are less than three to five miles from the viewing location. The background (B) zone is generally greater than five, but less than 15 miles from the viewing location. The seldom-seen (S/S) zone includes areas that are usually hidden from view as a result of topography, vegetation, or atmospheric conditions. In all of the KOPs, the Proposed Project elements are located in the foreground/middleground of the view.

Based on these three factors, BLM-administered lands are placed into one of four Visual Resource Inventory (VRI) classes (see Appendix L, Visual/Aesthetics). These classes represent the relative value of the visual resources with Classes I and II being the most valued (e.g., for higher scenic value or viewer sensitivity), Class III representing a moderate value (for more moderate levels of scenic value and viewer sensitivity), and Class IV being of least value (based on low scenic values and viewer sensitivity).

As part of the Resource Management Planning (RMP) process, the VRI classes are used in conjunction with resource allocations, management decisions, policies and other factors to designate VRM classes. The VRM classes describe the visual management objectives of a given area and the degree to which landscape modification is allowed. As described in Section 4.1.2.1, Federal Regulatory Setting, VRM classes have been established for the Coachella Valley Area of the CDCA and the Riverside-San Bernardino County Management Area of the SCRMP. Other BLM lands in the project vicinity have not been assigned VRM classifications. For those areas, VRM classes were assigned for the purposes of the Proposed Project based on the results of the visual resource inventory. For purposes of this evaluation, the BLM VRM classifications for the lands potentially affected by the Proposed Project were also applied during analysis to non-BLM-managed land. This was done by conducting a visual inventory and assessment pursuant to the BLM VRM process. Applying BLM VRM classifications to non-BLM-managed lands enabled the analysis to be standardized when determining the potential effect of the Proposed Project. Additionally, regional and local regulations described previously that apply to the Proposed Project were considered during the analysis.

Through this process, it was concluded that the VRM classes applicable to areas within and adjacent to the Proposed Project are II, III, and IV (no Class I areas were identified). The objectives for each of the VRM classes utilized are as follows (BLM 1986b):

- **Class II Objective:** “The objective of this class is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.”
- **Class III Objective:** “The objective of this class is to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be 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.”
- **Class IV Objective:** “The objective of this class is to provide for management activities which require major modifications of the existing character of the landscape. The level of change to the characteristic landscape can be high. These management activities may dominate the view and be the major focus of viewer attention. However, every attempt should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements.”

4.1.3.2 BLM Assessment Guidance

The BLM Visual Contrast Rating Data Sheet was used to determine whether the Proposed Project falls under the BLM VRM Classification System’s thresholds of significance. The degree of contrast between the existing environment and the changes resulting from the Proposed Project can be determined. Once the degree of contrast is determined, the ratings are compared and documented as follows:

[T]he contrast ratings are compared with the objectives for the approved VRM Class. For comparative purposes, the four levels of contrast (i.e., none, weak, moderate, and strong) roughly correspond with classes I, II, III, and IV, respectively. This means that a “strong” contrast rating may be acceptable in a Class IV area, but probably would not meet the VRM objectives for a Class III area. In making these comparisons, one must also look at the cumulative effect of all the contrast ratings. Certain combinations of rating may indicate there is a stronger overall contrast than the individual ratings show. For example, several “moderate” ratings when viewed in combination may warrant an overall “strong” rating. This is a judgment call that must be documented on the back side of the form. If the rater checks the “no” block on the form, indicating the VRM objectives are not met, the reasons for not meeting the objectives must also be documented on the back of the form. (BLM 1986a)

The following general criteria and factors (Table 4.1-3, Degree of Contrast Criteria) are used when rating the degree of contrast.

Table 4.1-3: Degree of Contrast Criteria

Degree of Contrast	Criteria
None	The element contrast is not visible or not perceived.
Weak	The element contrast can be seen, but does not attract attention.
Moderate	The element contrast begins to attract attention and begins to dominate the characteristic landscape.
Strong	The element contrast demands attention, will not be overlooked, and is dominant in the landscape.

Source: BLM 1986a

The following represent the BLM General Guidance for Assessing Contrast (BLM 1986a):

- **Form.** Contrast in form results from changes in the shape and mass of landforms or structures. The degree of change depends on how dissimilar the introduced forms are to those continuing to exist in the landscape.
- **Line.** Contrasts in line results from changes in edge types and interruption or introduction of edges, bands, and silhouette lines. New lines may differ in their sub-elements (boldness, complexity, and orientation) from existing lines.
- **Color.** Changes in value and hue tend to create the greatest contrast. Other factors such as intensity of color, reflectivity, and color temperature also increase the contrast.
- **Texture.** Noticeable contrast in texture usually stems from differences in the grain, density, and internal contrast. Other factors, such as irregularity and directional patterns of texture, may affect the rating.

In determining the level of contrast, the following factors were considered: distance, angle of observation, length of time the project is in view, relative size or scale, season of

use, light conditions, recovery time, spatial relationships, atmospheric conditions (e.g., air pollution or haze), and motion. The Visual Contrast Rating Data Sheet for each of the KOPs is provided in Appendix L, Visual/Aesthetics.

4.1.3.3 Visual Resources Photographs/Key Observation Point Documentation

As described above in Section 4.1.1.5, Visual Character and Representative Views of the Project Study Area, photo documentation of the Proposed Project was carried out in order to convey an understanding of its existing visual character. Representative photographs were taken from a variety of publicly accessible locations, displaying a representative cross-section of the Proposed Project Study Area's visual character. The photographs include images of residential streets, public facilities, and recreational areas, as shown in Figures 4.1-3 through 4.1-27, Representative Photographs 1 through 25.

Of these, six photographs were selected to establish KOPs for the purpose of performing a visual simulation analysis. The selection process took into consideration a number of factors, including potential viewers groups, visual character of the landscape, viewer distance to the Proposed Project, and visual quality of the views.

Visual simulations² were prepared for views from KOP locations to illustrate the potential visual effects of the Proposed Project components on viewers at these locations. The visual simulations present computer-generated, photorealistic images of the Proposed Project components as they would appear from each KOP.

Comparison of the “before” photographs with the simulations of the Proposed Project as it would appear after construction provided the basis for determining potential project impacts on views and visual quality. In comparing the pre-construction and post-construction conditions, the BLM Visual Contrast Rating Data Sheet (Form 8400-4) was used to document the existing environment and the changes to the existing environment resulting from implementation of the Proposed Project. The data sheet was then used to evaluate the degree of contrast between the existing environment and the changes to occur resulting from the project design. Finally, whether the project design met the VRM objectives set by the BLM for VRM Class II, III, and IV was determined, and the applicability of Applicant Proposed Measures (APMs) was determined.

KOPs, including the existing environment and the simulated views, are shown in Figures 4.1-28 through 4.1-34, KOP 1 through KOP 7.

² View simulations of the Proposed Project were created using a combination of computer software applications. A series of high resolution photographs of the existing site were combined or superimposed with computer-generated drawings of the Proposed Project. From line drawings prepared in 3D, the material types for the proposed LSTs were rendered using InDesign software. Photoshop was then used to render the appropriate view perspective (lighting characteristics) and embed the proposed project element into the existing site photograph. The height and size of proposed features were scaled based on known elements within the existing setting (e.g., walls, existing poles, houses, and trees).

4.1.4 Significance Criteria

4.1.4.1 CEQA Significance Criteria

The significance criteria for assessing the impacts to aesthetics come from the CEQA Environmental Checklist. According to the CEQA Checklist, a project causes a potentially significant impact if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

4.1.4.2 NEPA Analysis

Unlike CEQA, NEPA does not have specific significance criteria. However, NEPA regulations contain guidance regarding significance analysis. Specifically, consideration of “significance” involves an analysis of both context and intensity (Title 40 Code of Federal Regulations 1508.27).

4.1.5 Impact Analysis

4.1.5.1 Evaluation of Changes Associated with the Proposed Project

The Proposed Project’s appearance is portrayed in a set of “before” and “after” views as seen from a single KOP within the area (Figures 4.1-28 through 4.1-34, KOP 1 through KOP 7). As documented in Section 4.1.1.5, Visual Character and Representative Views of the Project Study Area, the Proposed Project would be located within viewsheds where numerous existing utility structures are established features in the landscape setting. A comparison between the set of KOP existing views and corresponding simulation images demonstrates that the Proposed Project would not substantially change the existing landscape character found within these viewsheds. The following subsections provide detailed discussion and evaluation of the potential visual effects on key public viewing locations, as represented by the visual simulations that incorporate Proposed Project components.

KOP 1: View from the Existing WOD Corridor at Mission Road in the City of Loma Linda

This visual simulation (Figure 4-1.28, KOP 1) shows Segment 1 of the Proposed Project as it would be experienced by people recreating (e.g., walking or biking) on the Lillian V. Miller Memorial Trail and for residents adjacent to the existing WOD corridor.

The simulation portrays the visual environment following the replacement of the existing double-circuit LSTs with new double-circuit LSTs and removal of the 66 kV subtransmission lines. Although the replacement LSTs would generally be taller³ than the existing LSTs, their color, form, and texture would be similar to the existing LSTs. The gray LSTs and other transmission towers are a dominant, vertical element in the middle ground of this view and the replacement LSTs would remain dominant elements in the landscape. However, removal of the subtransmission lines and associated wood poles would eliminate these elements from the landscape and create a more uniform, less cluttered appearance. Since the viewshed is already characterized as being within an electric utility corridor, the change would not affect the character of the landscape seen from this location.

Construction of the Proposed Project would be visible in this view. Construction would result in short-term changes to the foreground of the existing environment of KOP 1. Removal of existing transmission towers and preparation of transmission line tower structure sites would result in temporary generation of fugitive dust and temporary clearing of vegetation that would be visible in KOP 1. Large equipment, delivery trucks, and construction equipment would be present during construction and would be visible. Transmission towers would become increasingly evident as they are erected throughout the construction period. As shown in Figure 4.1-28, KOP 1, vegetation would be reestablished following construction, and construction-related materials (e.g., equipment and trucks) would no longer be visible.

Implementation of the Proposed Project in this view, including construction and operation, would result in negligible changes in the form, line, color, and texture of the landform and vegetation present in the existing environment. Using the BLM degree of contrast criteria, replacement of the existing LSTs with taller structures would result in a weak change in the form, line, color, and texture of the structures in this view. As described in Section 4.1.3, Methodology, each KOP was assigned a VRM class based on scenic quality, viewer sensitivity, and visibility consistent with the BLM Guidelines. For the purposes of this PEA, KOP 1 has been designated as VRM Class II due to the moderate scenic quality of the existing vegetation and distant hillsides and the high viewer sensitivity associated with adjacent residences and the existing recreational trail, which is a well-used recreation resource in this area. However, the changes to the existing environment would be consistent with VRM Class II; therefore, implementation of the Proposed Project would result in no adverse effect.

KOP 2: View from Reche Canyon Elementary School in the City of Colton

This visual simulation (Figure 4.1.29, KOP 2) shows Segment 2 of the Proposed Project as it would be experienced by residents adjacent to the existing WOD corridor and students, teachers, and visitors at Reche Canyon Elementary School.

³ Table 3.1-D, Typical Transmission Structure Dimensions, includes proposed transmission structure heights. The apparent height of any structure would vary depending on topography.

In the simulation view, one double-circuit LST is replaced by a taller, double-circuit LST while the existing LSTs atop the hills would remain in place. The closest new LST, seen directly behind the existing residence, would be noticeably taller than the original LST; however, it would not extend substantially further into the sky than the existing LSTs on the hillside. Due to the rolling terrain, the LSTs and transmission lines would continue to be prominent against the sky in this area. As shown in the simulation, the new LSTs appear to be closer to the viewer at this viewpoint; therefore, the new transmission lines are more visible and form a strong horizontal element through the middle ground of this view. Since the viewshed is already characterized as being within an electric utility corridor, the change would not affect the character of the landscape seen from this location.

Construction of the Proposed Project would be partially visible in this view. The intervening residential structures would block foreground views of construction activities. Therefore, short-term changes resulting from construction activities as described for KOP 1 would occur in the middle ground and/or background of this view. Public views of the construction activities would be temporary and intermittent.

Implementation of the Proposed Project in this view, including construction and operation, would result in negligible changes in the form, line, color, and texture of the landform and vegetation present in the existing environment. A weak change in the form, line, color, and texture of the structures in this view would result from replacement of the existing LSTs with taller structures that are closer to existing residences than the current structures. As described in Section 4.1.3, Methodology, each KOP was assigned a VRM class based on scenic quality, viewer sensitivity, and visibility consistent with the BLM Guidelines. For the purposes of this PEA, KOP 2 has been designated as VRM Class III due to the moderate scenic quality associated with the nearby hillsides and the moderate viewer sensitivity associated with nearby residential development. The changes to the existing environment would be consistent with VRM Class III; therefore, implementation of the Proposed Project would result in no adverse effect.

KOP 3: View from San Timoteo Canyon Road in Riverside County

This visual simulation (Figure 4.1-30, KOP 3) shows Segment 3 of the Proposed Project as it would be experienced by motorists along San Timoteo Canyon Road and visitors to the San Timoteo Canyon Schoolhouse.

The visual simulation shows existing LSTs on the hillsides replaced by two pairs of taller double-circuit LSTs. In this location, aboveground structures may require installation of marker balls and/or lighting based on recommendations from the Federal Aviation Administration (FAA). As shown in Figure 4.1-30, KOP 3, these marker balls are barely visible on the transmission lines between the towers. The existing dirt access road beneath the LSTs, which is visible in the middle ground of this view, would remain. Although the new LSTs would be taller and extend further into the sky, they would replace an assortment of existing transmission structures, resulting in uniform spacing between the towers and a more streamlined, less cluttered view from this location. As shown in this visual simulation, the addition of the FAA marker balls (if recommended

by the FAA) renders the transmission lines slightly more visible; however, the change is not significant. A comparison of the existing view and simulation image indicates that the project-related infrastructure is noticeable; however, since the viewshed is already characterized as being within an electric utility corridor, the change would not affect the character of the landscape seen from this location and may result in a beneficial visual effect, as viewed from this location.

Construction of the Proposed Project would be visible in the middle ground and background of this view. Short-term changes to the existing environment of KOP 3 would result from the construction of new access roads, retaining wall, decommissioning of existing transmission towers, and preparation of transmission line tower structure sites. These activities would result in temporary generation of fugitive dust and temporary clearing of vegetation that would be visible in KOP 3. Large equipment, delivery trucks, and construction equipment would be present and visible during construction. Transmission towers would become increasingly evident as they are erected throughout the construction period. However, given the distance to and limited duration of construction activities, these changes would not be adverse.

Long-term changes to the existing environment include the wider access road between the LSTs and the introduction of a retaining wall. These changes occur in an area already characterized by an existing, graded access road; therefore, the change to the existing environment is not substantive. In addition, regrowth of vegetation at the ends of the access road would occur over time. Therefore, implementation of the Proposed Project in this view, including construction and operation, would result in negligible changes in the form, line, color, and texture of the landform and vegetation present in the existing environment. A weak change in the form, line, color, and texture of the structures in this view would result from replacement of the existing LSTs with taller structures that are closer to viewers on San Timoteo Canyon Road. However, given their distance from the viewer and the topography at this location, this change would not be noticeable.

As described in Section 4.1.3, Methodology, each KOP was assigned a VRM class based on scenic quality, viewer sensitivity, and visibility consistent with the BLM Guidelines. For the purposes of this PEA, KOP 3 has been designated as VRM Class II due to the moderate scenic quality of the mountains and hills in the background and the high viewer sensitivity designation associated with motorists on San Timoteo Canyon Road, a County-designated eligible scenic roadway and the proximity to the historic schoolhouse. However, the changes to the existing environment would be consistent with VRM Class II; therefore, implementation of the Proposed Project would result in no adverse effect.

KOP 4: View from Stetson Community Park in the City of Beaumont

This visual simulation (Figure 4.1.31, KOP 4) shows Segment 4 of the Proposed Project as it would be experienced by residents adjacent to the existing WOD corridor and users of Stetson Community Park.

In the simulation view, a variety of existing transmission towers would be replaced by pairs of taller, double-circuit LSTs. In addition, a portion of the dirt access road would be visible in the foreground of this view. As described for KOP 3, although the new LSTs would be taller and extend further into the sky, replacement of the existing LSTs and removal of other transmission towers in this view would result in more uniform spacing between the towers and a more streamlined, less cluttered view from this location. The overall visual change is minor. Given the presence of existing overhead utility structures, the change would not be particularly noticeable and would not affect the character of the landscape seen from this location. Since the viewshed is already characterized as being within an electric utility corridor, the change would not affect the character of the landscape seen from this location.

Construction of the Proposed Project would be visible in the foreground of this view. Construction would result in short-term changes to the foreground of the existing environment similar to those described for KOP 1.

Implementation of the Proposed Project in this view, including construction and operation, would result in negligible changes in the form, line, color, and texture of the landform and vegetation present in the existing environment. A weak change in the form, line, color, and texture of the structures in this view would result from replacement of the existing structures with taller LSTs. As described in Section 4.1.3, Methodology, each KOP was assigned a VRM class based on scenic quality, viewer sensitivity, and visibility consistent with the BLM Guidelines. For the purposes of this PEA, KOP 4 has been designated as VRM Class III due to the moderate scenic quality and moderate viewer sensitivity associated with nearby residents, and recreationists at Stetson Community Park. The changes to the existing environment would be consistent with VRM Class III; therefore, implementation of the Proposed Project would result in no adverse effect.

KOP 5: View from Entry to the Reservation

This visual simulation (Figure 4.1-32, KOP 5) shows Segment 5 of the Proposed Project as it would be experienced by motorists on Malki Road, Seminole Drive, and I-10 and visitors to the Reservation.

As shown in Figure 4.1-32, KOP 5, project operation would result in long-term changes to the existing environment of KOP 5, resulting from installation of new TSPs in the foreground of this view. As described in Chapter 3.0, Project Description, approximately 3 miles of the existing WOD corridor in this area would be abandoned and replaced with a new 3-mile alignment pursuant to the SCE-Morongo ROW agreement. As shown in KOP 5, the roadway, along with various transmission towers and light standards, is the prominent feature in this view. Existing transmission towers can be seen in the middle ground, and the power lines extend overhead. These towers would remain dominant elements in the landscape. The existing wooden H-frame structures in the background of this view would be removed and replaced with taller 220 kV TSPs located closer to the roadway. In addition to being taller, the new TSPs would have a smaller footprint, and would be more solid, smoother, and lighter in color than the existing H-frame structures

and other transmission towers, resulting in a moderate change to the form, line, color, and texture of structures in this view.

Installation of the Proposed Project along the new alignment would place the TSPs closer to I-10, an eligible State Scenic Highway in this area, but farther from existing residences within the Reservation. As shown in KOP 5, the topography in this area is relatively flat with rolling hills visible in the background. Due to the topography and increased proximity to the roadway, the new TSPs would be more visible to motorists than existing structures within the existing WOD corridor. However, given the brevity of these views (less than a minute) and the presence of other overhead utility structures along the roadway (e.g., transmission lines and light standards), changes to the visual environment in this area resulting from the Proposed Project would not be significant. Installation of the new TSPs would not block views of the hills, require extensive earthmoving that would alter the existing landform, remove a significant amount of vegetation, or significantly change the color palette of this view.

Construction of the Proposed Project would be visible in the foreground of this view. Construction would result in short-term changes to the foreground of the existing environment similar to those described for KOP 1.

Implementation of the Proposed Project in this view, including construction and operation, would result in negligible changes in the form, line, color, and texture of the landform and vegetation present in the existing environment. Implementation of the Proposed Project would result in a visual change in the form and line of structures in this view due to the installation of TSPs along a new alignment. These TSPs would be taller than the existing structures and located closer to roadways in this area, specifically I-10, forming a more prominent vertical element in the landscape than the existing structures. The Proposed Project would result in a moderate change in the color and texture of the structures in this view, as the new TSPs would be smooth and gray, while the existing H-frame structures are brown and rough. Overall, the color palette of this view would continue to consist primarily of browns, grays, and greens. As described in Section 4.1.3, Methodology, each KOP was assigned a VRM class based on scenic quality, viewer sensitivity, and visibility consistent with the BLM Guidelines. For the purposes of this PEA, KOP 5 has been designated as VRM Class IV, based on the relatively low scenic quality of the existing view and moderate viewer sensitivity. Changes to the existing environment would be consistent with VRM Class IV; therefore, implementation of the Proposed Project would result in no adverse effect.

KOP 6: View from the Painted Hills Community in Riverside County

This visual simulation (Figure 4.1-33, KOP 6) shows Segment 6 of the Proposed Project as it would be experienced by residents in the Painted Hills community and motorists on nearby roadways.

The visual simulation shows existing LSTs in the middle ground replaced by pairs of taller double-circuit LSTs. Although the new LSTs would be taller, they would not extend much further into the sky than the other utility infrastructure that would remain in

place or the wind turbines that currently exist in the landscape. The overall visual change is minor. Since the viewshed is already characterized as being within an electric utility corridor, the change would not affect the character of the landscape seen from this location.

Construction of the Proposed Project would be visible in the foreground and middle ground of this view. Construction would result in short-term changes to the foreground of the existing environment similar to those described for KOP 3.

Implementation of the Proposed Project in this view, including construction and operation, would result in negligible changes in the form, line, color, and texture of the landform or vegetation present in the existing environment. A weak change in the form, line, color, and texture of the structures in this view would result from replacement of the existing structures with taller LSTs. As described in Section 4.1.3, Methodology, each KOP was assigned a VRM class based on scenic quality, viewer sensitivity, and visibility consistent with the BLM Guidelines. For the purposes of this PEA, KOP 6 has been designated as VRM Class II due to its location in a portion of the Coachella Valley planning area, which has been designated as VRM Class II and IV. As described above, the more restrictive class (Class II) has been applied. The changes to the existing environment would be consistent with VRM Class II; therefore, implementation of the Proposed Project would result in no adverse effect, and APMs would not be required.

KOP 7: View from Paradise Circle in the City of Beaumont

This visual simulation (Figure 4.1-34, KOP 7) shows Segment 4 of the Proposed Project as it would be experienced by residents adjacent to the existing WOD corridor.

In the simulation view, a variety of existing transmission towers would be replaced by a pair of double-circuit LSTs. The new LSTs would not be substantially taller than the existing towers, but would be placed closer to the existing residential development. Proximity to the viewer and the flat topography would render the towers and associated transmission lines more visible to neighboring residents. However, replacement of the existing LSTs and removal of other transmission towers would result in a more streamlined, less cluttered view from this location. Since the viewshed is already characterized as being within an electric utility corridor, changes to the visual environment in this area resulting from the Proposed Project would not be significant. Installation of the new LSTs would not block views, require extensive earthmoving that would alter the existing landform, remove a significant amount of vegetation, or significantly change the color palette of this view.

Construction of the Proposed Project would be visible in the foreground and middle ground of this view. Construction would result in short-term changes to the foreground of the existing environment similar to those described for KOP 3.

Implementation of the Proposed Project in this view, including construction and operation, would result in no changes in the form, line, color, and texture of the landform or vegetation present in the existing environment. A weak change in the form, line, color,

and texture of the structures in this view would result from replacement of the existing structures with taller LSTs. As described in Section 4.1.3, Methodology, each KOP was assigned a VRM class based on scenic quality, viewer sensitivity, and visibility consistent with the BLM Guidelines. For the purposes of this PEA, KOP 7 has been designated as VRM Class III due to the moderate scenic quality and moderate viewer sensitivity associated with nearby residences. The changes to the existing environment would be consistent with VRM Class III; therefore, implementation of the Proposed Project would result in no adverse effect, and APMs would not be required.

4.1.5.2 CEQA Impact Assessment

Would the project have a substantial adverse effect on a scenic vista?

The following discussions address all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunications facilities, and the establishment of staging yards.

Construction Impacts

For the purposes of this evaluation, a scenic vista is defined as a distant public view along or through an opening or corridor that is identified in a planning document as valued for its scenic quality. No scenic vistas are designated for protection by Federal, State, or local governments within the Project Study Area. Therefore, construction of the Proposed Project would not have an effect on a scenic vista. No impact would occur.

Operation Impacts

As noted above, there are no designated scenic vistas within the Project Study Area. Therefore, operation of the Proposed Project would not have an effect on a scenic vista. No impact would occur.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The following discussions address all project components, including upgrades to substations, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, and telecommunications facilities, and the establishment of staging yards.

Construction Impacts

As described in Section 4.1.2.2, State Regulatory Setting, one State-designated Scenic Highway (SR-62) is located within or within a view of the Proposed Project. SR-62 passes through the Project Study Area just west of Devers Substation. I-10, through portions of the Project Study Area in the counties of Riverside and San Bernardino, has been identified as an eligible State Scenic Highway; however, no official designation has been made. In addition, the County of Riverside has identified San Timoteo Canyon Road as a Potentially Eligible County Scenic Highway.

Project construction activities may be visible from these designated and eligible State and County scenic highways in Segments 3, 4, 5, and 6 of the proposed 220 kV transmission line and at Devers and El Casco Substations. The discussion for KOPs 3, 4, 5, and 6 addresses the appearance of the proposed transmission line from San Timoteo Canyon Road, I-10, and SR-62, respectively. As described in Section 4.1.5.1, Evaluation of Changes Associated with the Proposed Project, construction activity would be visible, but this activity would not dominate the view, nor would it damage scenic resources along the highway corridor. Construction work at the substations would be shielded from public view by substation walls or fences, topography, vegetation, and/or distance.

Several proposed construction staging yards would be located in the vicinity of the following eligible or designated scenic highways: San Timoteo/Poultry (San Timoteo Canyon Road), Beaumont 1 and 2 (I-10), Hathaway 1 and 2 (I-10), and Devers (SR-62). With the exception of the San Timoteo and Poultry staging yards, construction staging would not be visible to motorists on scenic highways due to the distance from the highway and the presence of intervening structures that block views. The San Timoteo and Poultry yards would be visible to motorists along San Timoteo Canyon Road. During construction, these staging yards would be used for worker vehicles and equipment parking and material storage. Visible elements would include vehicles, construction equipment, temporary trailers, and perimeter fencing. Following construction, any land that may be disturbed at the staging yard would be restored to pre-construction conditions or to conditions agreed upon between SCE and the landowner following completion of construction for the Proposed Project. Although construction activity in these locations would be visible, it would not damage scenic resources along the highway corridor. Therefore, construction impacts would be less than significant.

Operation Impacts

Segment 6 of the 220 kV transmission line route would cross SR-62, a designated State Scenic Highway, near Devers Substation. In addition, portions of Segments 3, 4, and 5 of the proposed transmission route would be visible along eligible State and County scenic highways, as described above. Figures 4.1-29 through 4.1-31, KOP 3 through KOP 5, show the anticipated appearance of the Proposed Project from views along these scenic highways. As shown in these figures and described in Section 4.1.5.1, Evaluation of Changes Associated with the Proposed Project, the Proposed Project would be visible, but would represent a weak change to the existing environment (which includes existing transmission infrastructure in the project corridor), consistent with the VRM classifications for these locations. No change in the landform or vegetation of these views would result from the Proposed Project. Therefore, the Proposed Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, and impacts would be less than significant.

Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The following discussions address all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, and telecommunications facilities, and the establishment of staging yards.

Construction Impacts

Construction-related visual impacts could result from the presence of heavy equipment, materials, and work crews along Segments 1 through 6, along the subtransmission and telecommunication routes, at Devers, El Casco, Etiwanda, San Bernardino, and Vista Substations, and at construction staging yards. Construction of the Proposed Project would require rehabilitating access roads and establishing construction staging yards for vehicle parking and equipment and material storage. In addition, Proposed Project construction is anticipated to require grading and vegetation removal to construct access or spur roads and crane pad/turnaround areas in some locations that may be noticeable to the public.

Construction activities would take place over approximately 36–48 months; however, the duration of construction at individual construction locations would be considerably shorter. To varying degrees, construction activity could be seen by local residents, landowners, motorists, and recreational users. It is expected that construction would be most noticeable along portions of Segments 1, 2, and 3 from the residential areas located in close proximity to the Proposed Project due to their distance to construction activities and the duration of views from those locations (recreationists or motorists would have short to moderate duration views). Work at the substations would be shielded from public view by substation walls or fences, topography, vegetation, and distance.

Because construction activities are temporary, and because the Proposed Project includes restoration of laydown/work areas through recontouring and revegetation at the end of construction, construction activities would not result in permanent changes to the visual landscape; therefore, construction-related impacts would be less than significant.

Operation Impacts

220 kV Transmission Lines. The Proposed Project would include the removal and upgrade of approximately 181 circuit miles of existing 220 kV line facilities (approximately 48 corridor miles), primarily within the existing WOD corridor. The Proposed Project would primarily be constructed on a combination of new 220 kV double-circuit LSTs, double-circuit TSPs, and single-phase TSPs. Each of the proposed 220 kV transmission lines would consist of overhead wires (conductors).

As described in Section 3.1.4, Federal Aviation Administration Considerations for Transmission and Subtransmission Lines, the 220 kV Transmission Lines would be above ground facilities and may require the installation of marker balls and/or lighting based on recommendations from the FAA.

Access and spur roads would be used to access the planned removal and construction areas. SCE's existing access roads are located within SCE ROW/easements. New and/or expanded property rights may be required to construct new access/spur roads.

As presented in Section 4.1.5.1, Evaluation of Changes Associated with the Proposed Project, installation of new transmission structures and conductors would not substantially degrade the visual character or quality of the surrounding area. Although the new LSTs would typically be taller than the existing structures and in some areas may be located closer to the viewer, the overall visual change would be minor given the presence of existing utility infrastructure of similar form, scale and color within the viewshed. The proposed transmission corridor in Segment 5 would be closer to I-10 and therefore, more visible to motorists than the existing infrastructure. However, since the existing topography allows for the existing transmission structures and conductors to be viewed from I-10, and given the short duration of the view for motorists traveling on I-10, the Proposed Project would not result in a substantial visual change compared to existing conditions.

As shown in KOPs 3 and 4, the new LSTs would replace an assortment of existing structures, resulting in a more uniform, less cluttered visual landscape. As shown in KOP 5, the new TSPs in Segment 5, particularly TSPs within the new alignment, would be visible in the landscape alongside existing infrastructure (e.g., wood poles, street lights). These TSPs would be most visible for motorists along I-10, Malki Road, and Seminole Drive. Given the limited duration of these views and the presence of existing infrastructure along the roadway, the change in the visual environment would be moderate. The new transmission structures and associated conductors would represent a minor, incremental change and would not substantially degrade the visual character or quality of the surrounding area. Thus, the impact would be less than significant.

12 kV Distribution Lines. As described above, relocation of existing distribution facilities would be required to accommodate relocation of 220 kV transmission infrastructure. Distribution work would include overhead and underground construction. Additionally, the relocations of both the San Bernardino-Redlands-Timoteo 66 kV and the San Bernardino-Redlands-Tennessee 66 kV subtransmission lines would require the additional relocation of existing distribution circuits and associated equipment from existing poles to new subtransmission poles exclusively in Segment 1. The majority of this work would be placed underground and would not be visible. Overhead construction would be located on existing and proposed 66 kV subtransmission line structures. Therefore, visual changes would be negligible and would not substantially degrade the visual quality or character of the surrounding area.

Substation Modifications. The Proposed Project includes upgrades to existing substations. The changes to the substation equipment associated with the Proposed Project would represent a minor, incremental aesthetic change that would not be visible from public vantage points and, therefore, would not substantially alter the visual setting or character of the landscape setting.

66 kV Subtransmission Lines. The 66 kV subtransmission component of the Proposed Project would utilize a combination of LWS poles, wood poles, and TSPs. Additionally, some portion of the relocated subtransmission lines would be placed underground. Due to the proximity of the San Bernardino Airport, some subtransmission above ground facilities may require the installation of marker balls and/or lighting based on recommendations from the FAA. The relocated lines would be located in developed areas along existing roadways, including San Bernardino Avenue, Nevada Street, and Iowa Street, where utility infrastructure (e.g., LWS and wood poles), roadways, and associated roadway infrastructure (e.g., streetlights and signs), landscaping (e.g., palms), and urban development are visible in the viewshed. Therefore, no KOPs were selected for these areas. The existing visual quality of these areas is low/moderate. Motorists would have views of these areas, yet viewer sensitivity and exposure is considered negligible since area viewers are accustomed to the existing utility infrastructure, and the proposed 66 kV subtransmission structures and lines would be similar in form, scale, and color to existing facilities.

Telecommunications. As described above, new telecommunications infrastructure would be constructed in new and existing underground conduit and cable trench and on existing riser, distribution, and subtransmission poles. Following construction, those portions of the telecommunications infrastructure to be located underground would not be visible following construction. As overhead facilities would be located on existing riser, distribution, and subtransmission poles, the addition of telecommunications infrastructure would not significantly change the landscape character or degrade the scenic quality in these locations.

In summary, the majority of the Proposed Project consists of replacement of utility infrastructure within the existing WOD corridor. Although the new LSTs would typically be taller than the existing structures and in some areas may be located closer to the viewer, the overall visual change would be minor given the presence of existing utility infrastructure of similar form, scale and color within the viewshed. The new TSPs in Segment 5, particularly TSPs within the new alignment, would be visible in the landscape alongside existing infrastructure (e.g., wood poles and streetlights). Given the limited duration of these views and the presence of existing infrastructure along nearby roadways, the change in the visual environment would be moderate. Therefore, operation of the Proposed Project would not substantially degrade the visual character or quality of the surrounding area. This impact would be less than significant.

Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The following discussions address all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, and telecommunications facilities, and the establishment of staging yards.

Construction Impacts

Construction equipment and activities are generally not substantial sources of permanent light and glare. Glare generated during daytime hours would be temporary and dependent upon the location of the sun and the orientation of the construction equipment.

Construction of the Proposed Project would occur primarily during daytime hours.

However, there is a possibility that some construction could occur at night to facilitate major crossing or when loads on the lines are reduced and temporary artificial lighting would be required. Lighting, if needed, would be used to protect the safety of the construction workers. Lights would be oriented and shielded to minimize their effect on any nearby sensitive receptors. Extensive nighttime lighting is not anticipated, and potential impacts from lighting that may be needed during construction would be temporary and considered less than significant. Accordingly, construction impacts would be less than significant.

Operation Impacts

New and/or replacement lighting at Vista, San Bernardino, El Casco, and Devers substations would consist of low-intensity light-emitting diode (LED) lights located in the switchyard around the circuit breakers and in areas where operation and maintenance activities may take place during evening hours. Under normal operating conditions, substations would not be illuminated at night. Lighting would be manually operated and used only when required for maintenance outages or emergency repairs. These maintenance lights would be directed downward to reduce glare outside the facility. Thus, operation of the Proposed Project would not create a new source of substantial light or glare, and impacts would be less than significant.

If determined necessary, lighting may be installed on some structures as recommended by the FAA. These lights may be visible to nighttime viewers in the area. However, these lights would be red in color, located at a significant distance from viewers, and light would be directed upward and outward toward potential aviation traffic without creating illumination in nearby areas. Therefore, these lights would not introduce a new source of substantial light that would adversely affect daytime or nighttime views in the area, and the impact would be less than significant.

With respect to potential glare effects, the new structures and conductors would weather to a dull gray finish. New telecommunications cable would be a dull aluminum gray. Therefore, no substantial light or glare effects would occur from the operation of the Proposed Project.

4.1.5.3 NEPA Impact Assessment

Based on the analysis performed, it is anticipated that the Proposed Project would not result in significant effects under NEPA.

4.1.6 Applicant Proposed Measures

The Proposed Project would not result in significant impacts related to aesthetics. Therefore, no Applicant Proposed Measures are proposed.

4.1.7 Alternative Project

The 220 kV Line Route Alternative 2 (Alternative Project) would include relocation of an approximate 3-mile section of Segment 5 of the existing WOD corridor pursuant to an agreement between SCE and Morongo. Both the Proposed Project and Alternative Project include the same common elements outside of Segment 5 (including the same modifications to existing substations, the same 66 kV subtransmission line relocations in Segment 1, and the same modifications to the telecommunications system). This section focuses on the differences between the Proposed Project and Alternative Project portions of Segment 5.

The removals for Segment 5 are the same for the Proposed Project and the Alternative Project; however, the Alternative Project is 0.13 mile longer and there are some minor differences regarding installation. For example, the Alternative Project would require two additional double-circuit LSTs and commensurate additional circuit length, conductor, and optical ground wire. As described above for KOP 5 (Figure 4.1-32), implementation of the Alternative Project would result in long-term changes to the existing environment associated with the installation of TSPs along a new utility alignment within Segment 5. The new TSPs would be taller, have a smaller footprint, more solid, smoother, and lighter in color than the existing structures within the existing WOD corridor. In addition, the Alternative Project would place new TSPs in closer proximity to I-10 than the Proposed Project, rendering them more visible to motorists along the roadway. As described above for the Proposed Project, given the brevity of these views (less than a minute) and the presence of other overhead utility structures along the roadway (e.g., transmission lines and light standards), implementation of the Alternative Project would not significantly change the landscape character of views in this area. Therefore, the overall aesthetics impacts of the Alternative Project would be similar to those of the Proposed Project.

4.1.8 No Project Alternative

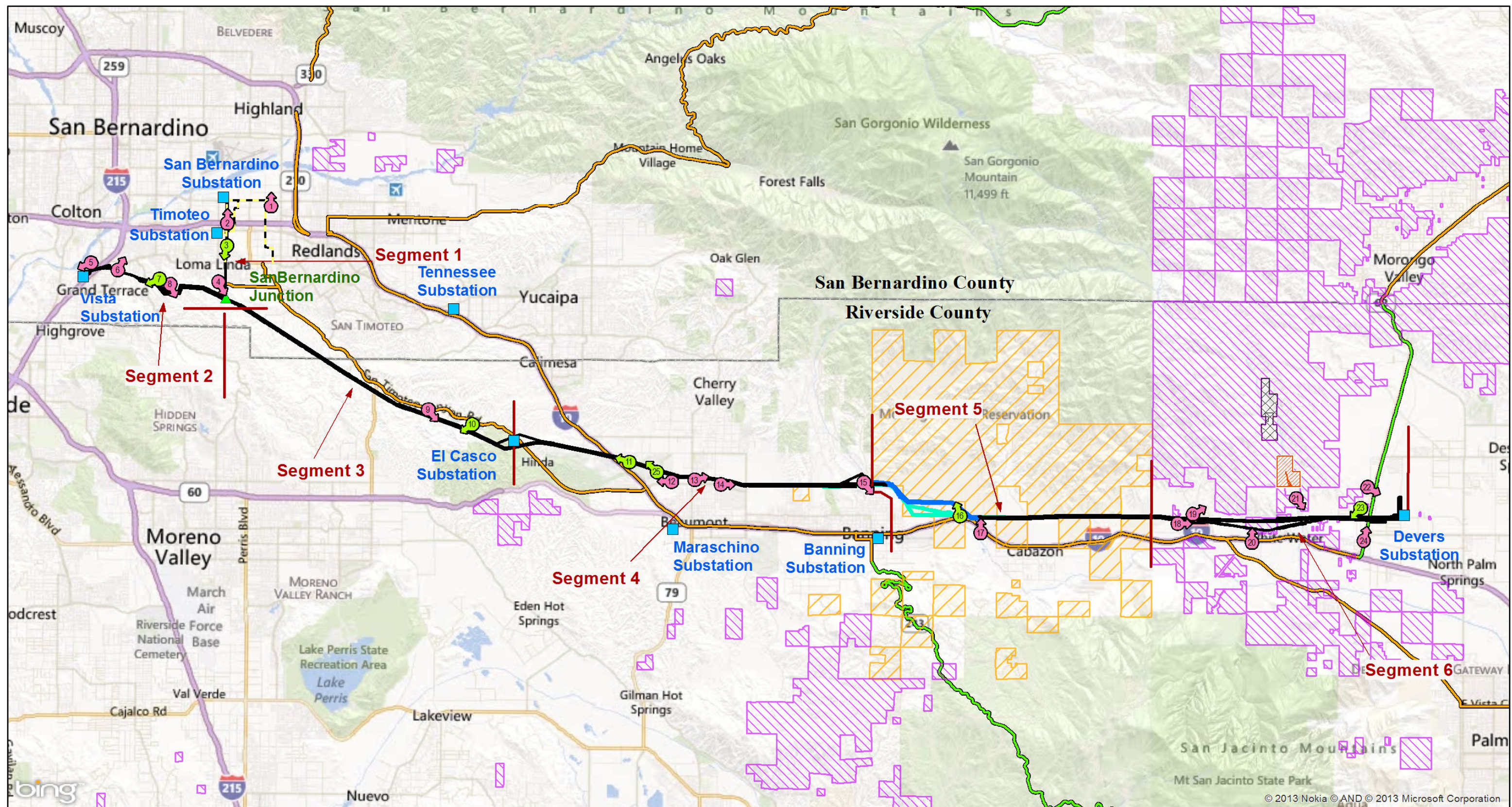
Under the No Project Alternative, existing conditions would remain in place. The existing transmission corridor and associated facilities would continue to operate in the existing aesthetics environment. The No Project Alternative would not result in construction or operation of the Proposed Project. No new impacts to the aesthetic environment of the Project Study Area would result.

4.1.9 References Cited

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- County of Riverside. 2008. *County of Riverside General Plan*.
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LEGEND

- Existing Transmission Line Right of Way
- Existing Transmission Line Right of Way to be Removed
- Proposed and Alternative Transmission Line Right of Ways
- - - Subtransmission Line Routes

- Substations
- ▲ Junctions
- ▨ U.S. Bureau of Land Management
- ▨ Morongo Indian Reservation

- Scenic Highways
- Scenic
- Eligible

- Representative Photo Location
- Key Observation Point (KOP) and Representative Photo Location
- Non-government Ownership
- ▨ Whitewater Canyon Preserve
- ▨ Whitewater Canyon



SOURCE: Bing Maps (2010); BLM (2012); BIA (2012); SCE (2012, 2013); Caltrans (2011)

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FIGURE 4.1-1

Southern California Edison
West of Devers Upgrade Project
 Regional Landscape Context and
 Representative Photograph Locations

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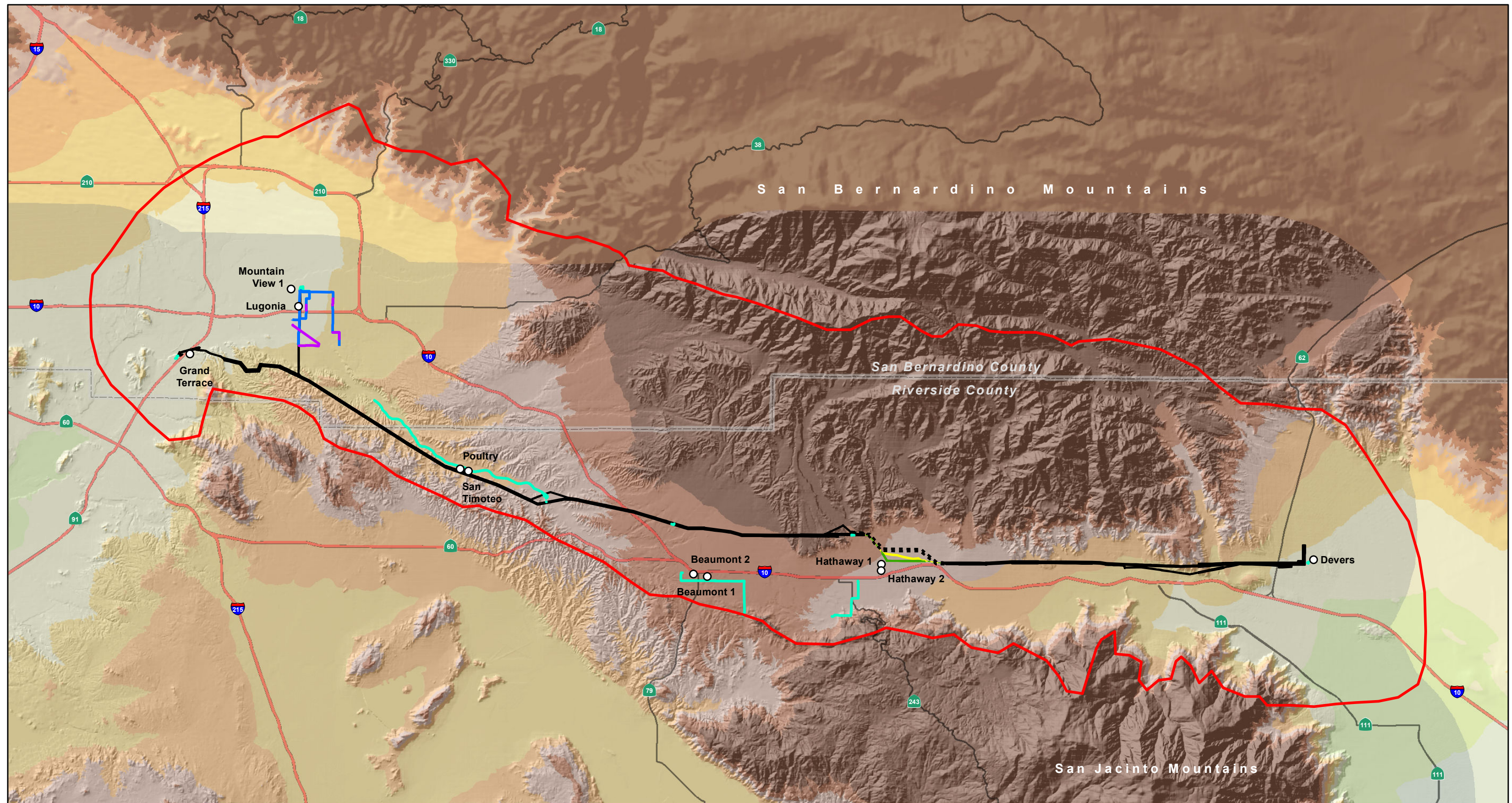


FIGURE 4.1-2



SOURCE: ESRI (2010); SCE (4/2013)

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LEGEND

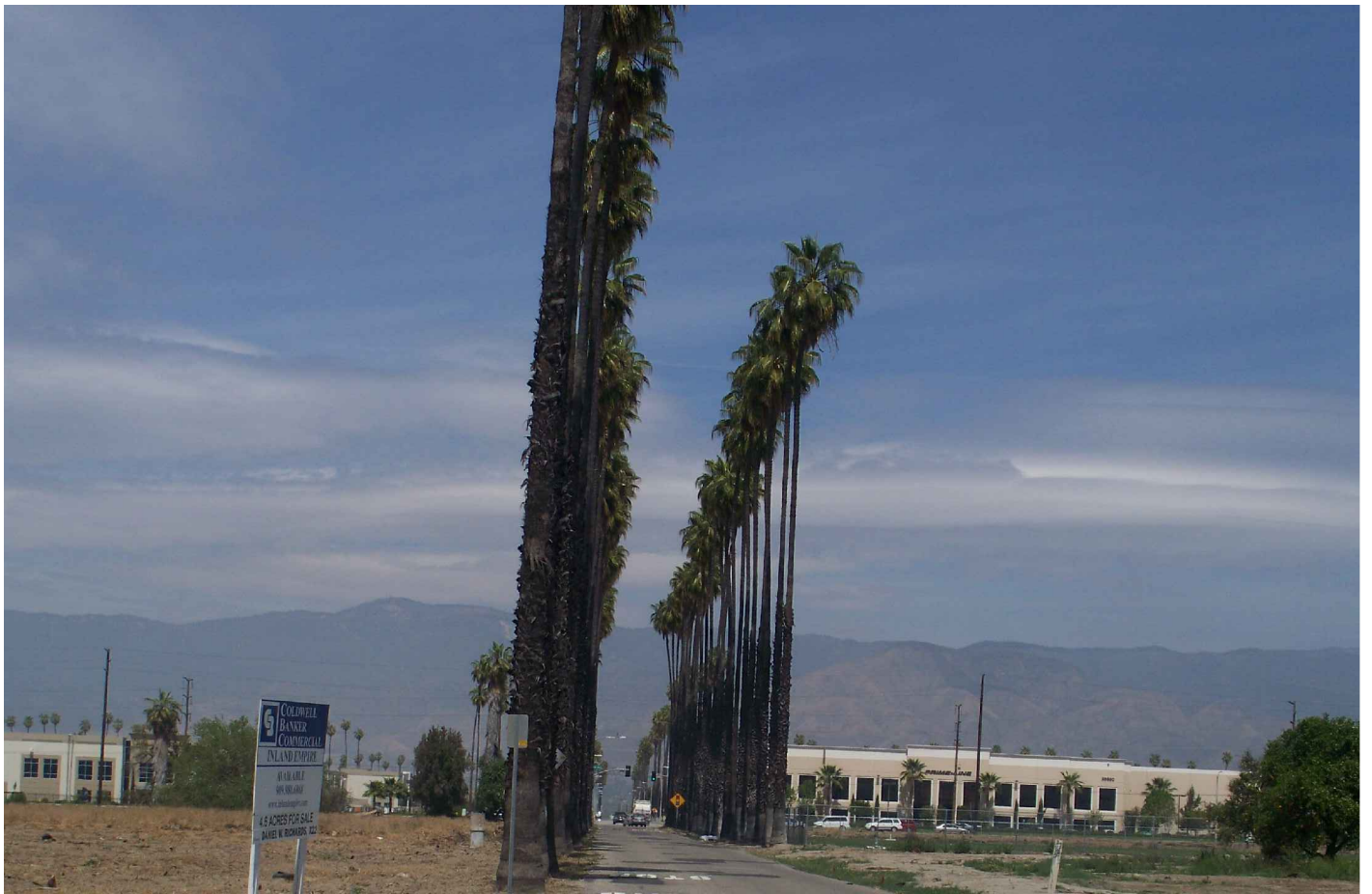
- Aesthetics Study Area
- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way

- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes

- Staging Yards

Southern California Edison
West of Devers Upgrade Project
 Regional Landscape Context/Scenic Areas

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Project Segment 1 - Proposed Subtransmission Route, City of Redlands
 Nevada Street approximately 320 feet North of the intersection Almond Ave. looking North.

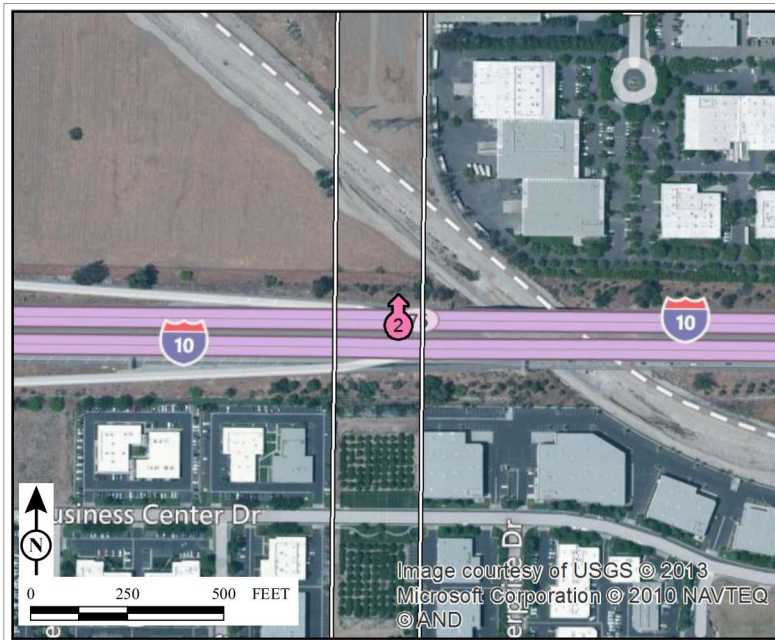


Key Map

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Project Segment 1, City of San Bernardino
On I-10 HWY Westbound under transmission line looking North with S.B. Substation in the background.



Key Map

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Project Segment 1, City of Loma Linda
R.O.W. at Mission Road looking South.



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Project Segment 1, City of Loma Linda at Hulda Crook Park
 Corner of Mountain View Avenue & Beaumont Avenue looking Southeast.



Key Map

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Project Segment 2, City of Colton at RV Center
RV Center Drive looking Southwest with Vista Substation in the background.

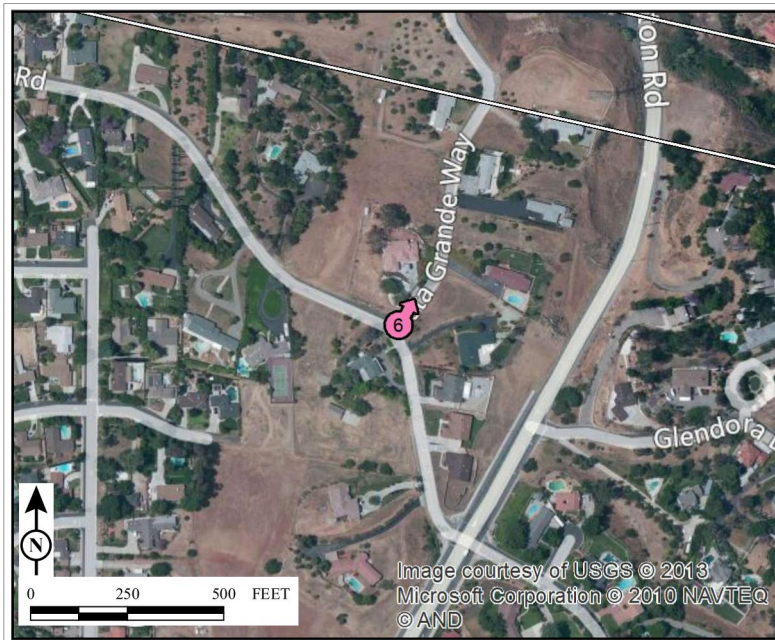


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Project Segment 2, City of Grand Terrace
Top of the hill at corner of Grand Terrace & Vista Grande Way looking Northeast.



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Project Segment 2, City of Colton - Prado Community
In front of Reche Canyon Elementary School looking Southwest up the hills.



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Project Segment 2, City of Colton - Prado Community
 Prado Lane looking Southeast into Prado Park with transmission tower on the hill in the background.



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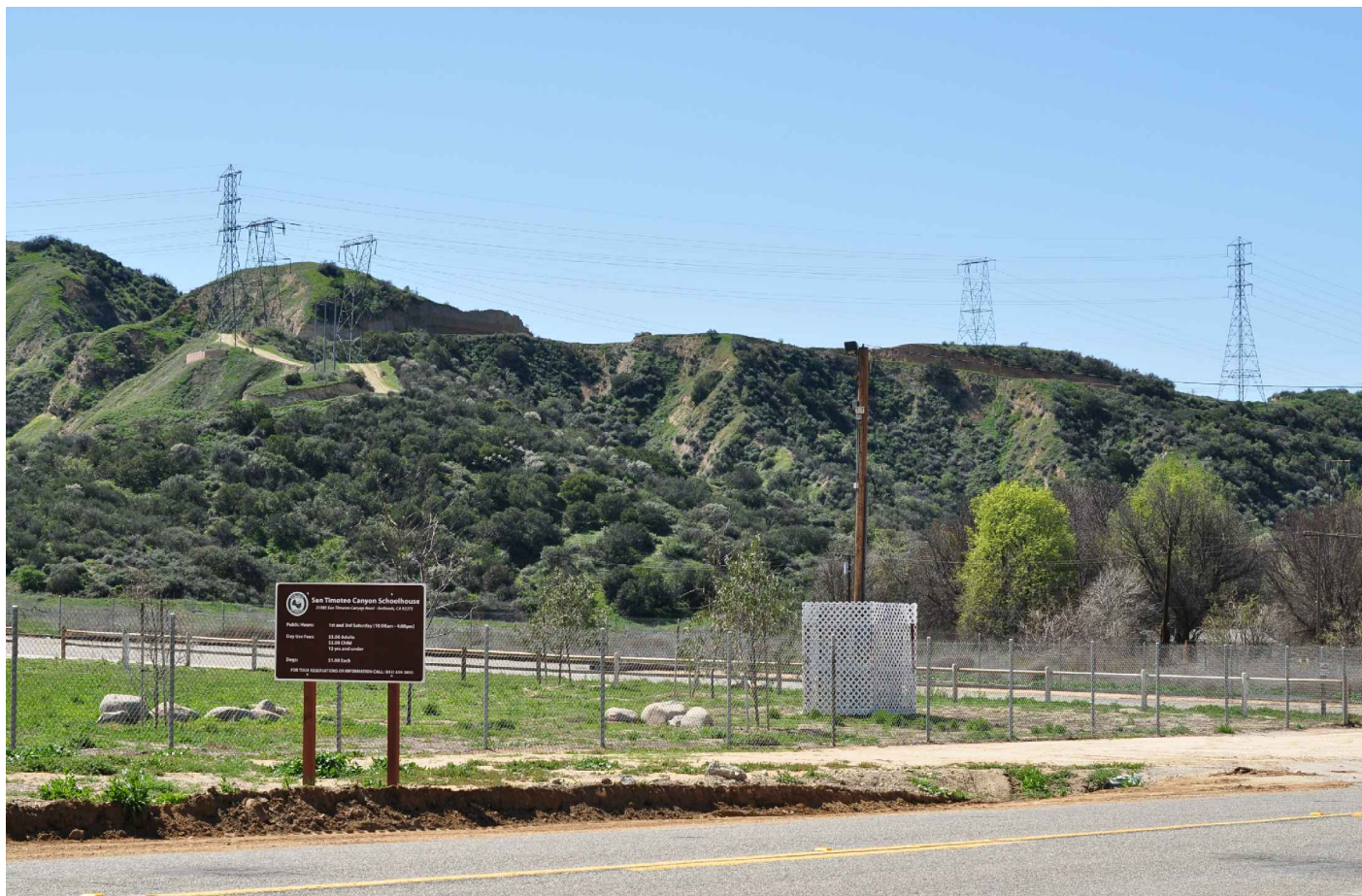


Project Segment 3, County of Riverside at San Timoteo Canyon
 San Timoteo Canyon Road closest to transmission corridor looking Southeast.



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Project Segment 3, County of Riverside at San Timoteo Canyon
Next to Schoolhouse on San Timoteo Canyon Road looking Southwest.



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Project Segment 4, City of Beaumont at Stetson Community
Stetson Community Park underneath transmission line looking Northwest.

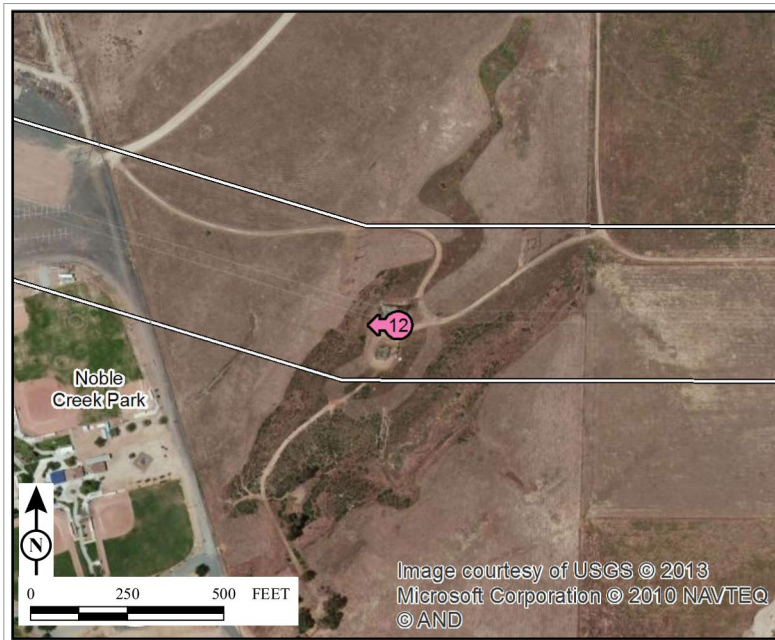


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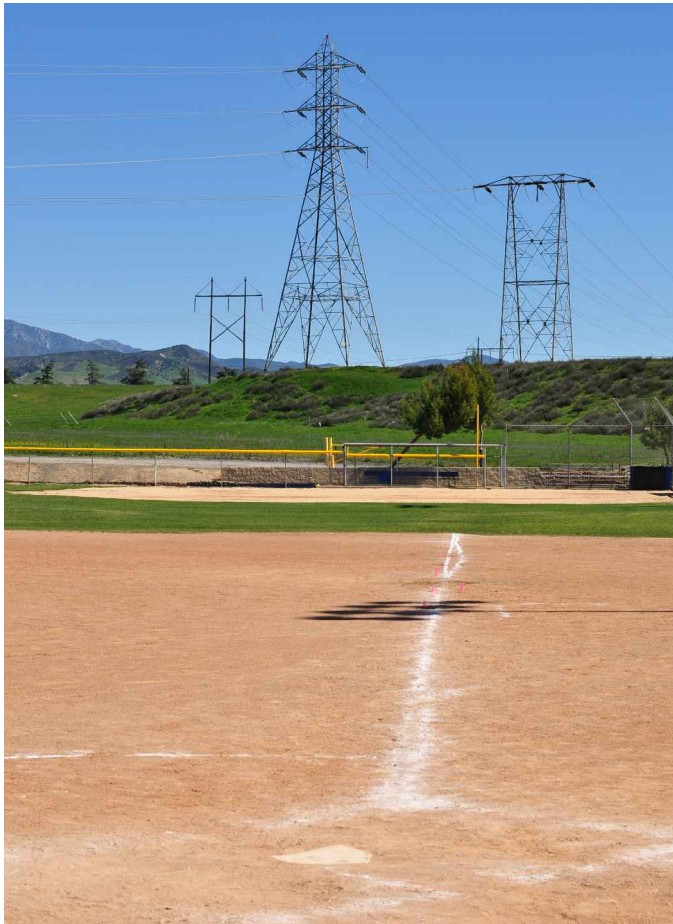


Project Segment 4, City of Beaumont at Oak Valley Community
Top of the hill underneath transmission tower looking West towards Noble Creek Park.

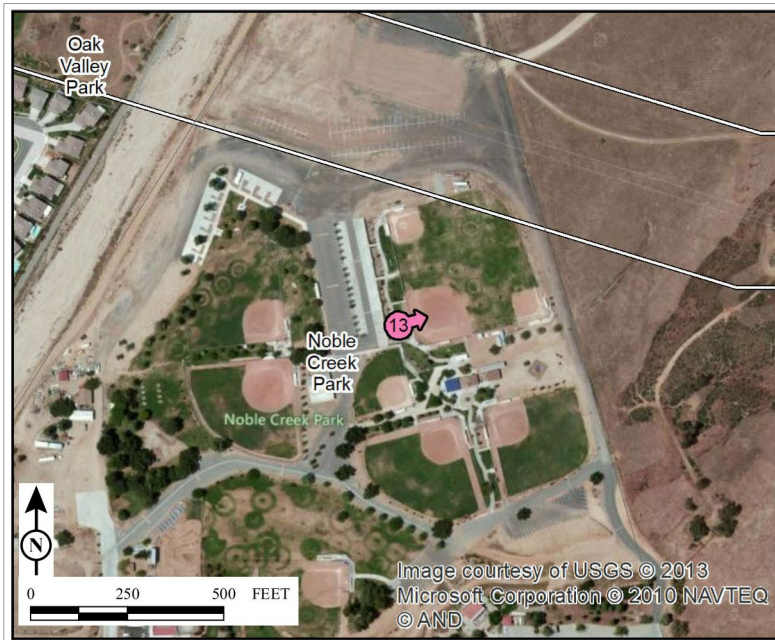


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Project Segment 4, City of Beaumont at Oak Valley Community
At bleachers looking Northeast at home plate in Noble Creek Park.

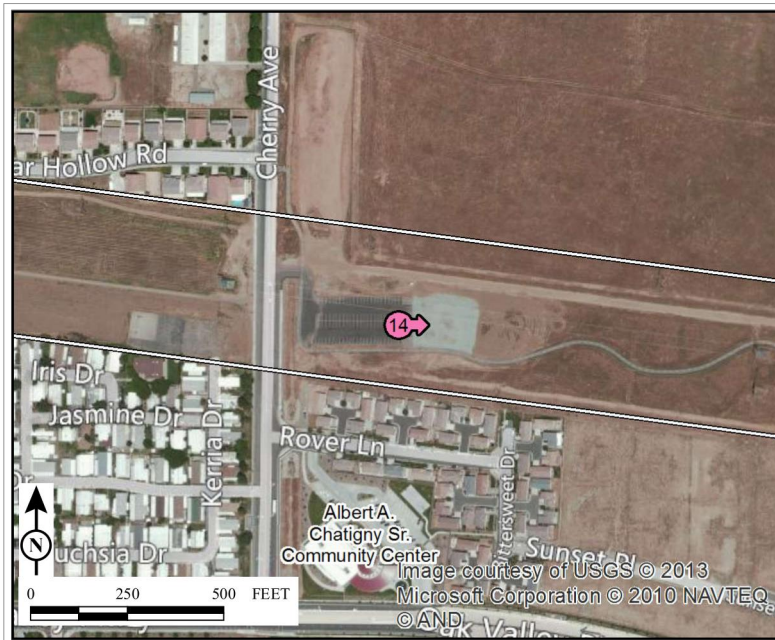


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Project Segment 4, City of Beaumont at Oak Valley Community
Trail head parking lot at Cherry Avenue under transmission line looking East.



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Project Segment 4, City of Banning at San Geronio Memorial Park
Top of the hill on Cemetery roadway looking Southeast.



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Project Segment 5, County of Riverside - Community of Cabazon at Morongo Indian Reservation Entry Gate
 Corner of Malki Road & Seminole Drive looking Northwest with Morongo Indian Reservation entry gate in background.



Key Map

FIGURE 4.1-18

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Project Segment 5, County of Riverside - Community of Cabazon at Desert Hill Premium Outlets
Corner of Seminole Drive & Outlet Mall West entrance looking North.



Key Map

FIGURE 4.1-19

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Project Segment 6, County of Riverside - Community of Whitewater at Pacific Crest Trail Pacific Crest Trail under transmission line looking East.

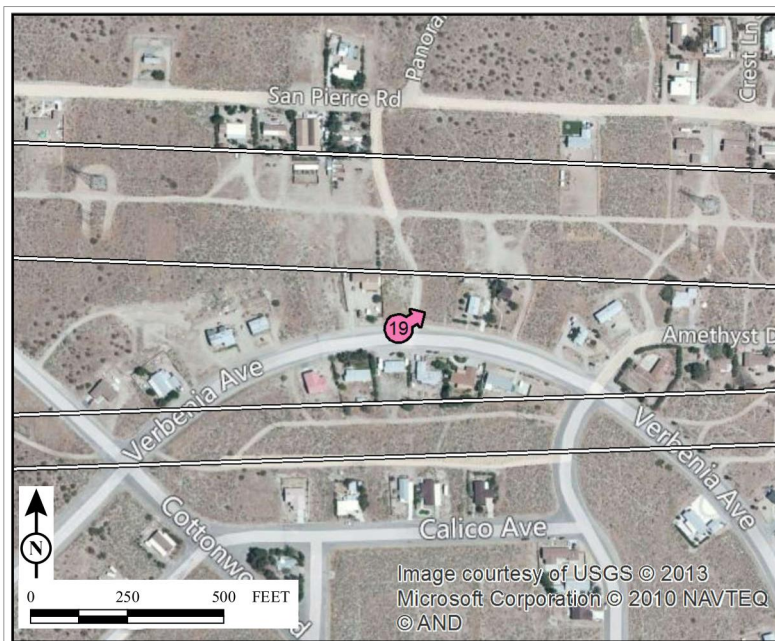


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Project Segment 6, County of Riverside - Community of Whitewater at West Palm Springs Village
Haugen-Lehman Way between Cottonwood Drive & Chaparral Road looking Northeast.



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Project Segment 6, County of Riverside - Community of Whitewater at I-10 HWY Eastbound rest area
Whitewater rest area eastbound looking North.



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Project Segment 6, County of Riverside at Whitewater Preserve
Canyon Road Drive near Whitewater Preserve Visitor Center looking Southeast.

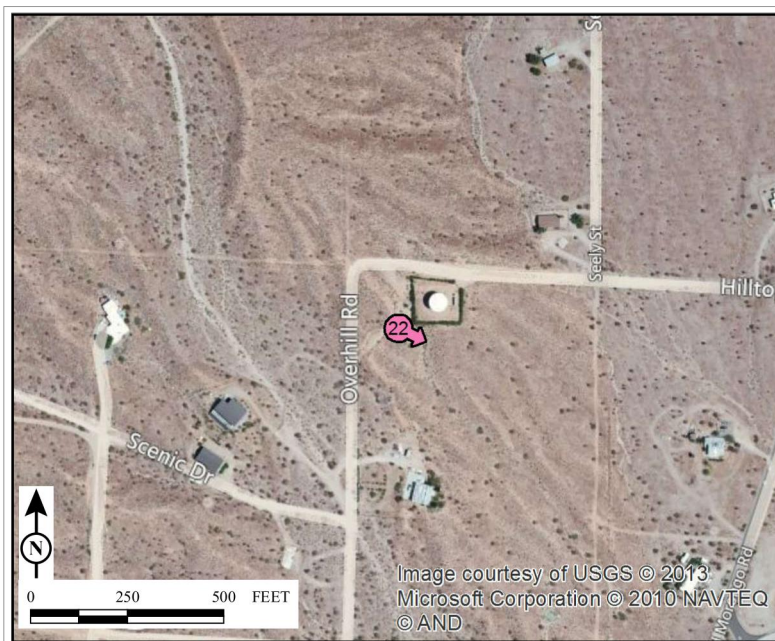


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Project Segment 6, County of Riverside at Painted Hills Community
View from water tower at Painted Hills looking Southeast toward Devers Substation.

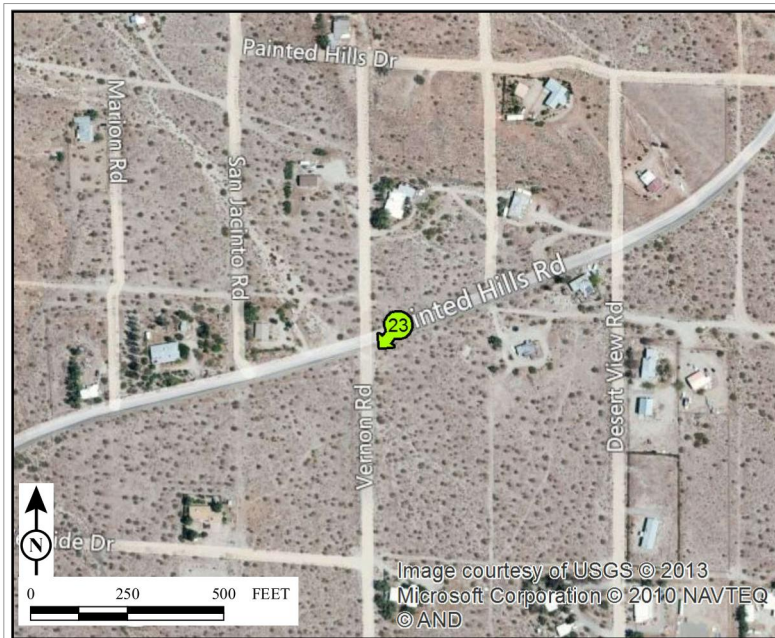


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Project Segment 6, County of Riverside at Painted Hills Community
 Corner of Painted Hills Road & Vernon Road looking Southwest.



Key Map

FIGURE 4.1-25

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Project Segment 6, County of Riverside at Painted Hills Community
Twentynine Palms Highway (SR 62) looking Northwest toward Dillon exit.



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Project Segment 4, City of Beaumont at Oak Valley Community
On Paradise Circle at the cul de sac in the interior street of the community looking Northwest.



Key Map

FIGURE 4.1-27

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KOP-1, Existing Conditions



KOP-1, Visual Simulation



Project Segment 1, City of Loma Linda, R.O.W at Mission Rd. looking South.

FIGURE 4.1-28

*Southern California Edison
West of Devers Upgrade Project
Key Observation Point 1*

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KOP-2, Existing Conditions



KOP-2, Visual Simulation



Project Segment 2, City of Colton - Prado Community in front of Reche Canyon Elementary School looking Southwest up the hills.

FIGURE 4.1-29

Retaining wall materials would be determined during final engineering, please see Figure 3.2-2 Typical Retaining and Mechanically Stabilized Earth Walls for additional examples.

*Southern California Edison
West of Devers Upgrade Project
Key Observation Point 2*

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KOP-3, Existing Conditions



KOP-3, Visual Simulation



Project Segment 3, County of Riverside at San Timoteo Canyon
Next to Schoolhouse on San Timoteo Canyon Road looking Southwest.

FIGURE 4.1-30

Retaining wall materials would be determined during final engineering,
please see Figure 3.2-2 Typical Retaining and Mechanically Stabilized
Earth Walls for additional examples.

*Southern California Edison
West of Devers Upgrade Project
Key Observation Point 3*

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KOP-4, Existing Conditions



KOP-4, Visual Simulation



Project Segment 4, City of Beaumont at Stetson Community Park underneath transmission line looking Northwest.

FIGURE 4.1-31

*Southern California Edison
West of Devers Upgrade Project
Key Observation Point 4*

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KOP-5, Existing Conditions



KOP-5, Visual Simulation



Project Segment 5, County of Riverside - Community of Cabazon at Morongo Indian Reservation Entry Gate Corner of Malki Road & Seminole Drive looking Northwest with Morongo Indian Reservation entry gate in background.

FIGURE 4.1-32

*Southern California Edison
West of Devers Upgrade Project
Key Observation Point 5*

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KOP-6, Existing Conditions



KOP-6, Visual Simulation



Project Segment 6, County of Riverside at Painted Hills Community
 Corner of Painted Hills Road & Vernon Road looking Southwest.

FIGURE 4.1-33

*Southern California Edison
 West of Devers Upgrade Project
 Key Observation Point 6*

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KOP-7, Existing Conditions



KOP-7, Visual Simulation



Project Segment 4, City of Beaumont at Oak Valley Community
Interior of the community at the cul-de-sac on Paradise Circle looking Northwest.

FIGURE 4.1-34

*Southern California Edison
West of Devers Upgrade Project
Key Observation Point 7*

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