SECTION 3
Environmental Checklist and Discussion

3.1 Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS—Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☒	☐	☐

3.1.1 Environmental Setting

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would alter the perceived visual character and quality of the environment, a visual or aesthetic impact may occur.

This analysis of potential visual effects is based on review of a variety of data, including Project maps and drawings, aerial and ground level photographs of the Project area, a site visit to the Project area, and other data in the record, including local planning documents. The study area for visual resources encompasses the landscapes directly affected by the proposed facilities and the surrounding areas from which the Project would be visible. The visual analysis focuses on travel route views, and views from parks and recreational areas. Visual resources consist of the landforms, vegetation, rock and water features, and cultural modifications that create the visual character and sensitivity of a landscape.

The visual sensitivity of the environmental setting is reflected according to high, moderate and low visual sensitivity ranges, and is a composite measurement of the overall susceptibility of an area or viewer group to adverse visual or aesthetic impacts, given the combined factors of:

- ***Landscape visual quality*:** the overall visual impression or attractiveness of an area as determined by the particular landscape characteristics, including landforms, rock forms, water features, and vegetation patterns.

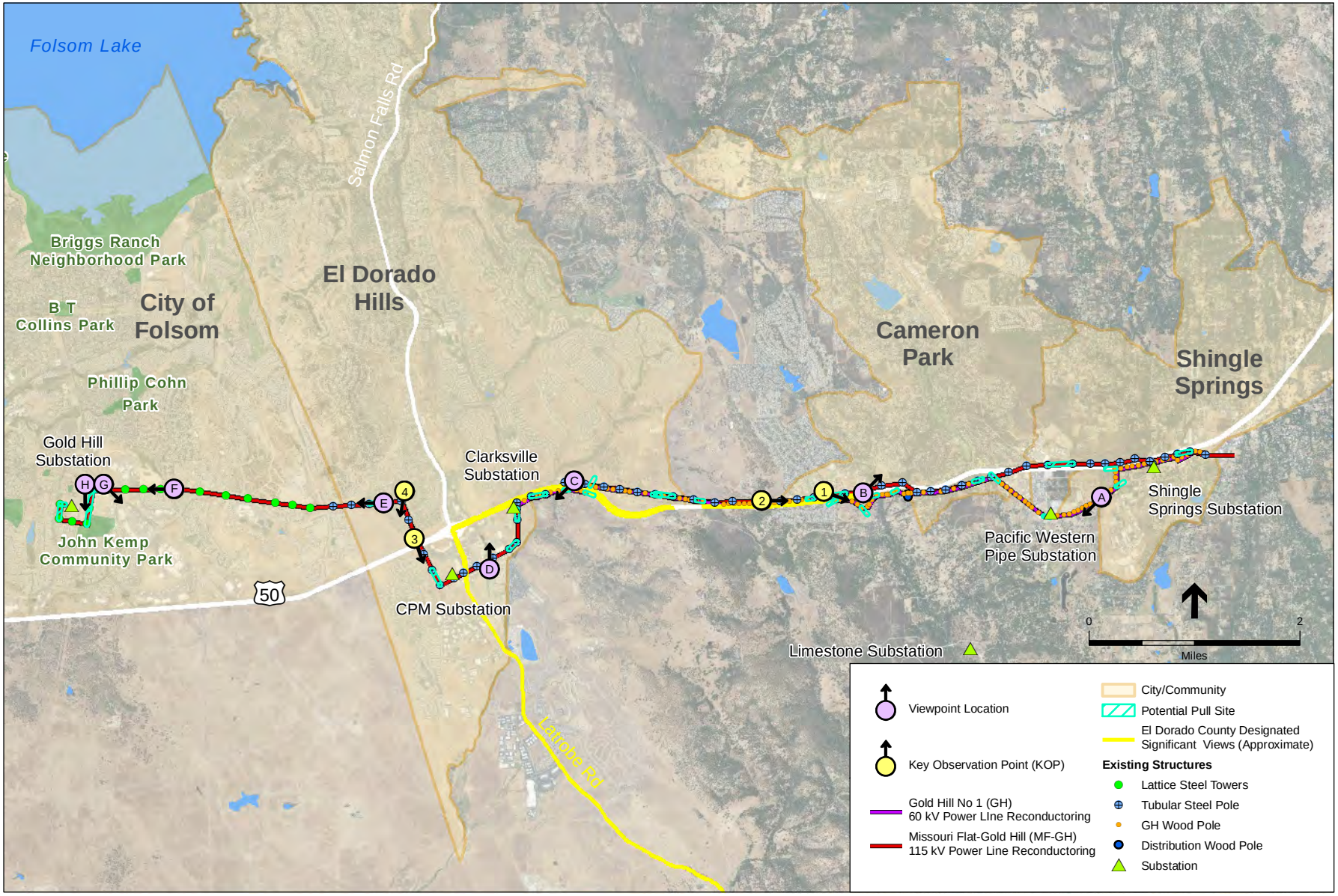
- ***Viewer types*:** the types of people viewing the affected landscape including, for example, motorists on U.S. 50 and other specified roadways, park and other recreational area users, and neighborhood residents in the City of Folsom, El Dorado Hills, Cameron Park, and Shingle Springs (see Figure 3.1-1). Land uses that derive value from the quality of their settings are considered potentially sensitive to changes in visual setting conditions. Viewpoints which have been chosen to complete the analysis from include locations where project-related changes will be seen from sensitive viewing locations; such as roads, parks and trails. The primary viewpoints used in the analysis include Key Observation Points (KOPs), which have been designated at Christa McAuliffe Park, Tierra de Dios Road, White Rock Road, and Bertelsen Park/William Brooks Elementary School. These (viewpoint) locations were selected because from them, the proposed Project would be most visible to the public or would be seen by the greatest number of viewers. Visual simulations of the Project were prepared for the KOPs. Other viewpoints used in the analysis include trails along Montridge Way and Scholar Way, roads with designated significant views (such as U.S. 50 in El Dorado County), and parks such as Creekside Greens Park. Viewpoint Locations and Key Observation Points are depicted on Figure 3.1-1.
- ***Exposure conditions*:** landscape visibility, viewing distance, viewing angle, extent of visibility, and duration of view.

CEQA distinguishes between public and private views by focusing on whether a project would affect the environment of persons in general, not on whether a project would affect particular persons. Land uses that derive value from the quality of their settings are considered potentially sensitive to changes in visual setting conditions. In analyzing the potential aesthetic effects of this Project, the CPUC exercised its discretion to prioritize public views accessible to a broader spectrum of the public over private views from specific developments or neighborhoods. Accordingly, views from private residences are not considered visually sensitive locations, and are not discussed in the impact analysis. Nevertheless, for informational purposes, Project elements would be visible from individual residences in the City of Folsom and communities of El Dorado Hills, Cameron Park, and Shingle Springs.

Existing Visual Quality of the Region

The Project, consisting of portions of eastern Sacramento County and western El Dorado County, is characterized by rolling grasslands and oak woodlands intermixed with suburban and rural communities. The area includes commercial buildings, schools, community parks and existing infrastructure such as roadways, U.S. Highway (U.S.) 50, fences, substations, and utility lines. Utility lines include the existing Pacific Gas and Electric (PG&E) Missouri Flat-Gold Hill 115 kV and Gold Hill No. 1 60 kV power lines that the Project would replace. *Section 2.1, Project Description,* describes the Project area in greater detail and an overview map of the Project is shown on Figure 2-1.

Figure 3.1-1 shows viewpoints that have been selected for context photographs and Key Observation Points (KOPs) from which simulations of the Project have been completed by PG&E. **Figures 3.1-2** and **3.1-3** present eight photographs taken from representative vantage points in the vicinity of the Project that portray the existing visual character of the area. The photographs are labeled by order of mention in the following subsections, which describe the existing visual character of the study area by component. The photographs are limited in the sense that they provide only fixed viewpoints and do not capture all views of or from the Project.



SOURCE: AECOM, 2013

Missouri Flat Project . D207584.16

Figure 3.1-1

Location of Key Observation Points (KOPs) and Context Photographs

Photo A – View from Durock Rd near Shingle Lime Mine Rd looking southwest

Photo B – View from Highway 50 near Cambridge Rd looking northeast

Photo C – View from Tong Rd looking southwest

Photo D – View from Creekside Greens Park near White Rock Rd looking north

SOURCE: ESA

Missouri Flat Project . D207584.16

Figure 3.1-2
Context Photographs

Photo E – View from trail near Montridge Way looking west

Photo F – View from trail along Scholar Way looking west

Photo G – View from E Bidwell St and Nesmith Court looking southeast

Photo H – View from trail near Camberwell Way looking south

SOURCE: ESA

Missouri Flat Project . D207584.16

Figure 3.1-3
Context Photographs

Gold Hill No. 1 60 kV Line

The Gold Hill No. 1 60kV Line proposed reconductoring project begins 0.6 mile east of the Shingle Springs Substation in the community of Shingle Springs and continues west to the substation. The Project would be located within existing PG&E rights-of-way (ROW). From the substation, the proposed alignment continues west, closely paralleling the Missouri Flat-Gold Hill line to the Clarksville Substation, with the exception of a 2.2-mile section which runs west along Durock Road, south of U.S. 50 and the Missouri Flat-Gold Hill line. This portion of the Project consists of a landscape more rural in character with winding roadways, rolling grasslands, oak savannahs, and utility lines of various scales. Photo A shows the view of the existing line and landscape along Durock Road.

Missouri Flat-Gold Hill 115kV Line

The 12.5 mile Missouri Flat-Gold Hill Line interconnects Shingle Springs, Clarksville, and Gold Hill substations, and the Project is located entirely within existing PG&E ROW, beginning approximately 0.3 mile east of the Shingle Springs Substation. The reconductoring existing alignment originates near a U.S. 50 intersection with South Shingle Road and a cluster of commercial buildings with new multi-family residential construction surrounded by small to medium-acre rural residences with fields and fences.

From its origination point, the Project would head west and mostly parallel U.S. 50 for approximately 6.4 miles and cross U.S. 50 at five locations, as shown in Figure 3.1-1. U.S. 50 is a four to six-lane divided highway with a planted median (lawn), signs, medians, guardrails, lighting (including street lights and vehicle headlights), and fencing in locations along the route. The landscape adjacent to both of sides of U.S. 50 is mostly commercial and light industrial in appearance at South Shingle Road, transitioning to fields and oak woodlands heading west. The topography appears flat in this area, and U.S. 50 does not offer vistas containing distant horizons to motorists. The highway mostly feels enclosed and surrounded by trees, with utilities (including Missouri Flat to the north) along both sides of the road. The woodlands are intermittently broken up by fields, churches, and residences. Photo B shows the Project from the Cambridge Road overpass, looking northeast. The Missouri Flat-Gold Hill line is on the left side of the photograph, and crosses to the right. Continuing west, the views begin to open up to the rolling hills and residential neighborhoods near Cameron Park. Commercial land uses are clustered at the Cameron Park Drive intersection. Further west, the landscape becomes more developed in nature with residential neighborhoods interspersed with gentle rolling hills of woodlands and grasslands. Photo C shows a typical view of the landscape pattern in this area, as viewed from Tong Road, east of Silva Valley Parkway. The next concentrated commercial development is located at the intersection of El Dorado Hills Boulevard. Here, the Missouri Flat line jogs to the south towards Clarksville Substation, continues west to CPM Substation, and then jogs north, crossing U.S. 50 just west of El Dorado Boulevard. Photo D is an image of the Project paralleling White Rock Road, which is located between a housing development and commercial area. In the image, the Project is shown as viewed from Creekside Greens Park with the commercial area in the background. The line then travels in a general northwest direction, through the suburban developments of El Dorado Hills. Photo E shows a typical view of open grassland separating neighborhoods in El Dorado Hills, as viewed from a local trail. The line then crosses into Sacramento County and the City of Folsom where it reaches

the Gold Hill Substation, which is located near a large-scale commercial and industrial area with wide arterial roads and utility lines traversing suburban neighborhoods, community parks, and schools. Photo F shows a typical suburban road in Folsom with an adjacent trail (City of Folsom, 2014), paralleled by the Missouri Flat-Gold Hill portion of the Project that contains lattice steel towers. Photo G shows E Bidwell St with the Project, commercial buildings, and rolling hills in the background. Finally, Photo H exhibits the nature of the western end of the Project, which contains a large-scale utility corridor that converges at the Gold Hill Substation. Shown in the photo is a community trail that parallels the utility corridor. These photos show that utility lines are an existing feature within the landscape, including the existing PG&E transmission line, towers, and poles as well as existing distribution lines.

A set of four comparisons of existing conditions to simulated conditions are shown in **Figures 3.1-4** through **3.1-7**.

Recreation Areas

As discussed in *Section 3.15, Recreation*, the Project would be located in the vicinity of federal, state, and local recreational resources. The Project would parallel the Carson Route of the National Park Service's (NPS) California National Historic Trail. The historic route consists of U.S. 50 from Nevada to Sacramento and is primarily described as an "auto tour route." (NPS, 2014) Motorists on the route would have views of the Project between Shingle Springs and El Dorado Hills. Views would range from fully visible to screened (partially to fully) by intervening topography and vegetation.

The Project would also be located in the vicinity of and visible from local parks such as Christa McAuliffe Park in Cameron Park; Creekside Greens Park and Bertelsen Memorial Park in El Dorado Hills; and John Kemp Community Park and Nisenan Park in Folsom. The Project would also be visible from several community trails, specifically those in El Dorado Hills and Folsom in the vicinity of Gold Hill Substation. Views of the Project from local recreational facilities would range from immediate and adjacent to distant and fully and/or partially screened by topography or vegetation.

The Project would be located within approximately 3 miles of three state parks: Folsom Powerhouse State Historic Park, Folsom Lake State Recreation Area, and Prairie City State Vehicular Recreation Area. However, it would not be visible from them.

3.1.2 Regulatory Setting

State

California Scenic Highway Program

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

Existing View from McAuliffe Park looking southeast

Simulated View

SOURCE: PG&E, 2013

Figure 3.1-4
KOP 1 Visual Simulation – Christa McAuliffe Park

Existing View from Tierra de Dios Road near Country Club Drive looking east

Simulated View

SOURCE: PG&E, 2013

Figure 3.1-5
KOP 2 Visual Simulation – Tierra de Dios Road

Existing View from Saratoga Way near Finders Way looking southeast toward White Rock Road

Simulated View

SOURCE: PG&E, 2013

Figure 3.1-6
KOP 3 Visual Simulation – White Rock Road

Existing View from Bertelsen Park near Redwood Lane looking west

Simulated View

SOURCE: PG&E, 2013

Figure 3.1-7
KOP 4 Visual Simulation – Bertelsen Park

Local

El Dorado County General Plan

There are no County-designated scenic routes, vistas, or resources listed in the *El Dorado County General Plan* (El Dorado County, 2004). However, some of the guidelines and policies of the General Plan may be relevant to the Project. Included is Policy 2.6.1.3 in the Land Use Element, which states the following (El Dorado County, 2004a):

- Discretionary projects reviewed prior to the adoption of the Scenic Corridor Ordinance, that would be visible from any of the important public scenic viewpoints identified in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Environmental Impact Report (EIR), shall be subject to design review, and Policies 2.6.1.4, 2.6.1.5, and 2.6.1.6 shall be applicable to such projects until scenic corridors have been established.

The General Plan lists significant scenic views that were identified through a series of public workshops that were held during the development of a Scenic Highway Ordinance as called for in the General Plan. This ordinance was never adopted by the County. Many of these viewpoints are areas along highways where viewers can see large water bodies (e.g., Lake Tahoe and Folsom Reservoir), river canyons, rolling hills, or forests (El Dorado County, 2004). The following roadways are designated as scenic views in the EIR, would have views of the Project, and are shown on Figure 3.1-1:

- U.S. 50 east of Bass Lake Road, views south to Marble Valley
- U.S. 50 at Bass Lake Grade, views west to Sacramento Valley
- Latrobe Road, from White Rock Road south to county line, views in all directions to rolling hills with glimpses of Sacramento Valley in places

Other relevant policies from the General Plan are included below.

Land Use Element

Objective 2.6.1: Scenic Corridor Identification

Identification of scenic and historical roads and corridors.

Policy 2.6.1.1: A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State highways. The ordinance shall incorporate standards that address at a minimum the following:

A. Mapped inventory of sensitive views and viewsheds within the entire County;

B. Criteria for designation of scenic corridors;

C. State Scenic Highway criteria;

D. Limitations on incompatible land uses;

E. Design guidelines for project site review, with the exception of single family residential and agricultural uses;

F. Identification of foreground and background;

G. Long distance viewsheds within the built environment;

H. Placement of public utility distribution and transmission facilities and wireless communication structures;

I. A program for visual resource management for various landscape types, including guidelines for and restrictions on ridgeline development;

J. Residential setbacks established at the 60 Community Noise Equivalent Level (CNEL) noise contour line along State highways, the local County scenic roads, and along the roads within the Gold Rush Parkway and Action Program;

K. Restrict sound walls within the foreground area of a scenic corridor; and

L. Grading and earthmoving standards for the foreground area.

Policy 2.6.1.2*:* Until such time as the Scenic Corridor Ordinance is adopted, the County shall review all projects within designated State Scenic Highway corridors for compliance with State criteria.

Policy 2.6.1.5: All development on ridgelines shall be reviewed by the County for potential impacts on visual resources. Visual impacts will be assessed and may require methods such as setbacks, screening, low-glare or directed lighting, automatic light shutoffs, and external color schemes that blend with the surroundings in order to avoid visual breaks to the skyline.

Policy 2.6.1.6: A Scenic Corridor (-SC) Combining Zone District shall be applied to all lands within an identified scenic corridor. Community participation shall be encouraged in identifying those corridors and developing the regulations.

City of Folsom General Plan

The Open Space and Conservation Element (Section 24), of the *City of Folsom General Plan* (City of Folsom, 1988), contains policies and implementation measures directed to the preservation and enhancement of important natural features. In setting forth land uses, the protection of scenic vistas, in addition to natural features, waterways, vernal pools, riparian habitats, trees, ridge lines, and other special natural features were given high priority. The following policy pertains to aesthetic resources:

Policy 24.7**:** The City shall adopt a Scenic Corridor Plan for the identified scenic corridors including but not limited to:

1) Folsom Boulevard Scenic Corridor from Highway 50 to Sutter Street

2) Greenback Lane Scenic Corridor, from the City Limits to Riley Street

3) East Natoma Street Scenic Corridor, from the proposed Oak Avenue Parkway to the EI Dorado County Line

4) Folsom-Auburn Road Scenic Corridor, from the City Limits to Greenback Lane

None of the roads identified for inclusion in a scenic corridor plan would have views of the Project. Therefore, *Policy 24-7* would not be relevant to the Project.

Bass Lake Hills Specific Plan

As part of the preparations of the review draft El Dorado County Scenic Highways Ordinance date June 1992, a viewshed study was conducted which identified the foreground and background

viewsheds along U.S. 50 from the City of Placerville to the El Dorado County/Sacramento County border. The portion of the plan area located within the foreground viewshed of U.S. 50 is located within the Rural Region and is designated Low Density Residential (LDR) by the General Plan. The plan allows for a maximum density of one dwelling unit per 5 acres. This regulation is consistent with the General Plan and protects the foreground viewshed from U.S. 50 by maintaining existing zoning and density. (El Dorado County, 2004 and El Dorado County, 1995)

Within the Bass Lake Hills Specific Plan, scenic hillsides are defined as elevated land formations with unique visual character, especially those which fall within the identified foreground of the Highway 50 corridor.

3.1.3 Applicant Proposed Measures

PG&E proposes certain design features, including the following Applicant Proposed Measures (APM), which would be implemented to minimize impacts on aesthetic resources from the Project.

APM AE-1: Include Non-Reflective Finish

Non-specular conductor and a non-reflective finish for the poles will be used to reduce the potential for new sources of glare.

APM AE-2: Minimize Effects of Temporary Nighttime Construction Lighting on Sensitive Receptors

If temporary lighting is required for nighttime construction, it will be focused on work areas and directed on-site to minimize potential effects with respect to nearby sensitive receptors, particularly residences.

3.1.4 Environmental Impacts and Mitigation Measures

Visual analysis focuses on two components. The first is visual sensitivity, which is a composite measurement of the overall susceptibility of an area or viewer group to adverse visual or aesthetic impacts, given the combined factors of landscape visual quality, viewer types, and exposure conditions. The second is the degree of visual change that construction, operation and maintenance of the Project would have on the site.

a) Whether the Project would have a substantial adverse effect on a scenic vista: *LESS THAN SIGNIFICANT.*

There are no designated scenic vistas in the vicinity of the Project. However, the roadways in the viewshed of the Project that have been identified as having significant scenic views of the surrounding rolling hills and valleys are evaluated as scenic vistas in this analysis. Significant views identified in the General Plan EIR (El Dorado County, 2014a) include those west into Sacramento Valley from U.S. 50 at the Bass Lake grade, south to Marble Valley from U.S. 50 east of Bass Lake Road, and to the surrounding hills from Latrobe Road between White Rock Road and the county line.

The Bass Lake grade scenic views are within the Project viewshed between Cameron Park and El Dorado Hills. Existing TSPs of the Missouri Flat-Gold Hill line can be seen along U.S. 50 between White Rock Road and Bass Lake Road. In this location, the Project would include minor changes to existing infrastructure, including the replacement of TSPs on the Missouri Flat-Gold Hill Line and new wood or LDS poles along the Gold Hill No. 1 line. Changes in appearance of the existing conditions created by the Project would not likely be perceived by motorists driving on U.S. 50 because the change would be extremely minor compared to existing conditions.

The Project would be located within views north from Latrobe Road just south of White Rock Road, the northern boundary of the designated scenic corridor. The view includes existing lattice steel towers on the Missouri Flat-Gold Hill line. At this location, the Project would include minor changes to the existing lattice steel towers as described in *Chapter 2, Project Description*. Based on the comparison shown between the existing condition and the simulated condition on Figure 3.1-6, the changes would not likely be perceived by motorists and other viewers on Latrobe Road because views before and after the Project would be so similar.

Construction-related impacts to visual quality from the presence of construction equipment, materials, helicopter activity, and work crews along the power line proposed alignments and on local access roads and staging areas would be relatively short-term (i.e., approximately 24 months). Disturbed areas would be reseeded upon completion of construction and would naturalize over time. As such, temporary impacts to scenic views related to construction activities would be less than significant.

Operational impacts to scenic vistas could occur because new poles would replace existing poles within significant viewsheds. In addition, approximately seven new interset wood or LDS poles would be installed along the Gold Hill No. 1 line. However, the new poles would be located within the existing alignment, no more than 20 feet from the current location of the existing structures. Along the Missouri Flat-Gold Hill transmission line route, the existing TSPs would be removed and replaced at an approximately one-to-one ratio generally in line with new TSPs within approximately 20 feet of existing pole locations; with the exception of four TSPs that would be placed within 40-85 feet of existing pole locations. Replacement TSPs for approximately 40 of the existing TSPs would be approximately 3 to 20 feet taller in height, and two poles would be raised up approximately 25-30 feet. The remaining TSPs would be replaced with new TSPs of approximately the same height. As a result, all new TSPs would range in height from approximately 55 to 235 feet. The Gold Hill No. 1 transmission line would require minor modifications to 40 poles, replacement of 80 poles, and the installation of approximately seven new interset poles. The 80 replacement poles would be replaced at an approximately one-to-one ratio with new wood or LDS poles and approximately one TSP. Replacement wood or LDS poles would be located within approximately 20 feet of existing pole locations, would range in height from approximately 55 to 90 feet, and would be up to approximately 25 feet taller than the existing wood poles. One existing wood switch pole, located approximately 700 feet east of the intersection of Strolling Hills Road and Lariat Road in the community of Cameron Park, would be replaced with a TSP. The existing wood pole is approximately 70 feet tall and the new TSP would be approximately 90 feet tall. The new inset wood or LDS poles would be installed generally in line with the existing Gold Hill No. 1 Line alignment, where the line crosses

Strolling Hills Road and parallels Ridge Pass Drive south of the community of Cameron Park. The new poles would be approximately 75 feet tall.

Overall, the new transmission line structures would be taller or equivalent in height. The proposed route alignment and appearance as the existing structures would be similar to existing conditions. Therefore, with respect to visual change and aesthetic impacts, the operation and maintenance of the Project would not have a significant adverse impact on a scenic vista. Impacts would be less than significant.

b) Whether the Project would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway: *NO IMPACT*.

According to the California Scenic Highway Mapping System, Scenic Highway Routes map for El Dorado and Sacramento counties, the Project would not traverse or be visible from a designated or eligible state scenic highway corridor (Caltrans, 2011); therefore, the Project would not affect scenic resources within a state scenic highway. There would be no impact.

c) Whether the Project would substantially degrade the existing visual character or quality of the site and its surroundings: *LESS THAN SIGNIFICANT*.

Construction-related activities could degrade the existing visual character or quality of the site and its vicinity as a result of the presence of construction equipment, materials, and work crews along the proposed power line alignments and on local access roads, staging areas, pull sites, and at temporary shoo-fly connection areas. Disturbance of existing site conditions would be limited, and site restoration would not be necessary. Temporary roads or routes would be allowed to revegetate naturally after Project completion, or they would be restored in coordination with landowners. The majority of vegetation removal, including tree removal, would be required in two primarily undeveloped sections of the proposed alignment that are each approximately 1 mile long. These sections are located behind rural residences and would not be visible from the residential neighborhoods shown on Figure 3.1-1, or U.S. 50. Crews would be required to maintain clean work areas as they proceed along the line and would not leave any debris behind at any stage of the Project. The construction impacts to visual quality would be relatively short-term (i.e., approximately 24 months) and spread out along different portions of the proposed alignments. Taking into account the moderate number of public views along the proposed alignments, the short duration of views, and the relatively short duration of construction, potential visual impacts during construction activities would be less than significant.

The proposed pole and tower replacements for the Project would generally represent an incremental change to the visual character or quality of views currently experienced by the public in the vicinity of the existing and proposed alignments. As discussed in the setting, viewers would include motorists, neighborhood residents, and recreational users of trails and parks in El Dorado and Sacramento counties. The Project would replace existing structures in existing PG&E ROW. The height of the lattice steel tower located approximately 650 feet east of Gold Hill Substation would increase by approximately 7.5 feet due to a leg extension; however, the appearance of the structure would be unchanged to the common observer, including motorists along Oak Avenue

Parkway and East Bidwell Street, park users at the adjacent pocket park north of Gold Hill substation and John Kemp Community to the southeast, and trail users of the adjacent multiple use trails. The majority of structural replacements, including approximately 60 TSPs on the Missouri Flat-Gold Hill Line and approximately 80 wood poles on the Gold Hill No. 1 Line, would result in height increases of 3 to 20 feet. Some wood and LDS poles would be up to 25 feet taller. The replacement TSPs would be non-reflective steel with slightly modified overhead equipment.

The location of each simulation is shown as a KOP in Figure 3.1-1. Figure 3.1-4 shows the simulated Project as viewed from Christa McAuliffe Park. Views toward the proposed alignments would partially be obstructed by vegetation and topography. Existing TSPs of the Missouri Flat-Gold Hill Line and wood poles of the Gold Hill No. 1 Line are visible in the foreground (the nearest poles would be approximately 400 ft from the viewer). Views toward the proposed alignments would be normal (viewer level with object). Durations of views would be long, as people are visiting the park for passive and active recreational purposes. It is assumed that in some cases, viewers would be more focused on active recreation rather than views from the park, whereas passive recreationists may have longer views of the proposed alignments. In the simulation, the two replaced TSPs on the left side of the image reflect a height increase of 5 feet and 10 feet, respectively. In addition, the two replaced wood poles shown on the right reflect, with each pole resulting in a height increase of approximately 15 feet.

Figure 3.1-5 represents a motorist's view from Tierra de Dios Road and approximates the view of nearby residents, churchgoers, and school traffic at the edge of Cameron Park. Views toward the proposed alignments from this location are relatively unobstructed, although vegetation in nearby wooded areas and buildings provide some obstruction and screening. Existing TSPs of the Missouri Flat-Gold Hill Line and wood poles of the Gold Hill No. 1 Line are visible in the foreground (the nearest pole would be immediately adjacent to the road). Views toward the proposed alignments would be superior (viewer above object). Durations of views would be brief, as people are moving along the road and not viewing the Project from a stationary position. In the simulation, the furthest TSP includes a cellular antenna, which would result in a total height increase of the structure by approximately 20 feet. In addition, several replaced wood poles are shown on the right, with an average height increase of up to 15 feet.

Figure 3.1-6 shows existing views from Saratoga Way overlooking U.S. 50 and White Rock Road to the south. As seen from this view, a series of TSPs are located in the foreground on the left, moving back to the right (the nearest pole would be approximately 900 ft from the viewer). In addition, another row of TSPs and wood poles supporting another power line, unrelated to the Project, is visible and parallel to the proposed alignment on the right. In the background, developments, rolling hillsides, and other utilities are visible. Views toward the proposed alignment would be normal (viewer level with object). Durations of views would be brief, as people are moving along the road and not viewing the Project from a stationary position. The simulation shows the replacement TSPs, including a 10-foot height increase on the second pole, 20-foot height increase on the third pole, and slight horizontal shifts of all three poles.

Figure 3.1-7 shows existing views from a hillside overlooking Bertelsen Park, William Brooks Elementary School to the north, and residences in the background. This photograph presents a view that would be shared by residences, recreationalists, and school-goers (including employees, visitors, and students), and it approximates a motorist's view from local roads. The existing Missouri Flat-Gold Hill Line as well as adjacent power lines and structures are also visible from this location and located in the foreground (the nearest pole would be approximately 500' from the viewer). Views toward the proposed alignment would be normal (viewer level with object). Durations of views would be long, as people are visiting the park for passive and active recreational purposes. It is assumed that in some cases, viewers would be more focused on active recreation rather than views from the park, whereas passive recreationists may have longer views of the proposed alignment. The simulation shows minor Project changes, including replacement TSPs with height increases up to 20 feet at the two farthest TSPs in view, and slight horizontal shifts up to 15 feet. The simulation shows that the specification of the new TSP with a non-reflective treatment would improve the visual quality of the view, as the darker color would recede into the background.

The four simulations illustrate that the Project changes would be minor and not apparent to the common observers noted in the description of each visual simulation, above. Therefore, impacts of the Project from operation and maintenance would be less than significant.

d) Whether the Project would create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area: *LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED*.

Construction-related lighting could adversely affect nighttime views. As discussed under APM AES-2, if temporary lighting is required for nighttime construction, it would be focused on work areas and directed on-site to minimize potential effects. As noted above, if night construction would be required, temporary lighting would be needed for security, safety, and operational reasons at the Project facilities, including the staging areas, and pull/tension sites. Night lighting could potentially result in impacts to visual resources by increasing ambient light to surrounding areas, creating distracting glare, and reducing sky or star visibility. Nearby land uses, including residences, businesses, and roadways provide lighting of their own. However, the Project under construction at night would result in increased lighting contrast compared to current conditions. Therefore, nighttime lighting could have a potentially significant impact to nighttime views in the Project vicinity; however, this impact would be temporary due to the relatively short duration of construction and the fact that work in any one location would be of much shorter duration. As noted in the proposed construction timetable (Table 2-6 in the Project Description), work along the Missouri Flat-Gold Hill Line and the Gold Hill No. 1 Line would progress at approximately 2,500 and 1,540 feet per week, respectively. With implementation of Mitigation Measure 3.1-1, impacts of new sources of light on nighttime views and sensitive receptors would be reduced to less than significant.

Glare exists when a high degree of contrast between bright and dark areas in a field of view makes it difficult for the human eye to adjust to differences in brightness. The Project includes electric transmission, distribution, and substation facilities that are visible within the public viewshed. Potential glare from overhead conductors would be similar to what currently exists within the proposed alignment under baseline conditions. The replacement of existing steel poles

with TSPs could result in potentially reflective surfaces, which in turn could cause glare. However, in accordance with APM AES-1, the replacement TSPs would be treated to attain a rusted brown weathered appearance. This treatment would reduce the potential for glare to the extent that the new poles would not adversely affect daytime or nighttime views in the area. The new conductor on all poles and towers would be non-specular, which would also result in the reduction of potential for glare. Therefore, impacts from potential glare during operation and maintenance would be less than significant.

Mitigation Measure 3.1-1: Reduce construction night lighting impacts. PG&E shall design and install all lighting at construction and storage yards and staging areas such that light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the Project facilities, vicinity, and nighttime sky is minimized.

- Lighting shall be designed so exterior lighting is hooded, with lights directed downward or toward the area to be illuminated so that light trespass to the nighttime sky is minimized. The design of the lighting shall be such that the luminescence or light sources are shielded to minimize light trespass outside the Project boundary.
- All lighting shall be of minimum necessary brightness consistent with worker safety.
- Per APM NO-1, residents affected by nighttime project construction due to planned clearance restrictions will be notified.

Significance after Mitigation: Less than Significant.

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