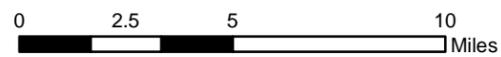


Sources: SCE 2014, USGS 2013

2



- Segment 1 Structures (Proposed or Modify)
- Substation
- 10-mile Buffer around Project

Transmission Line Segment

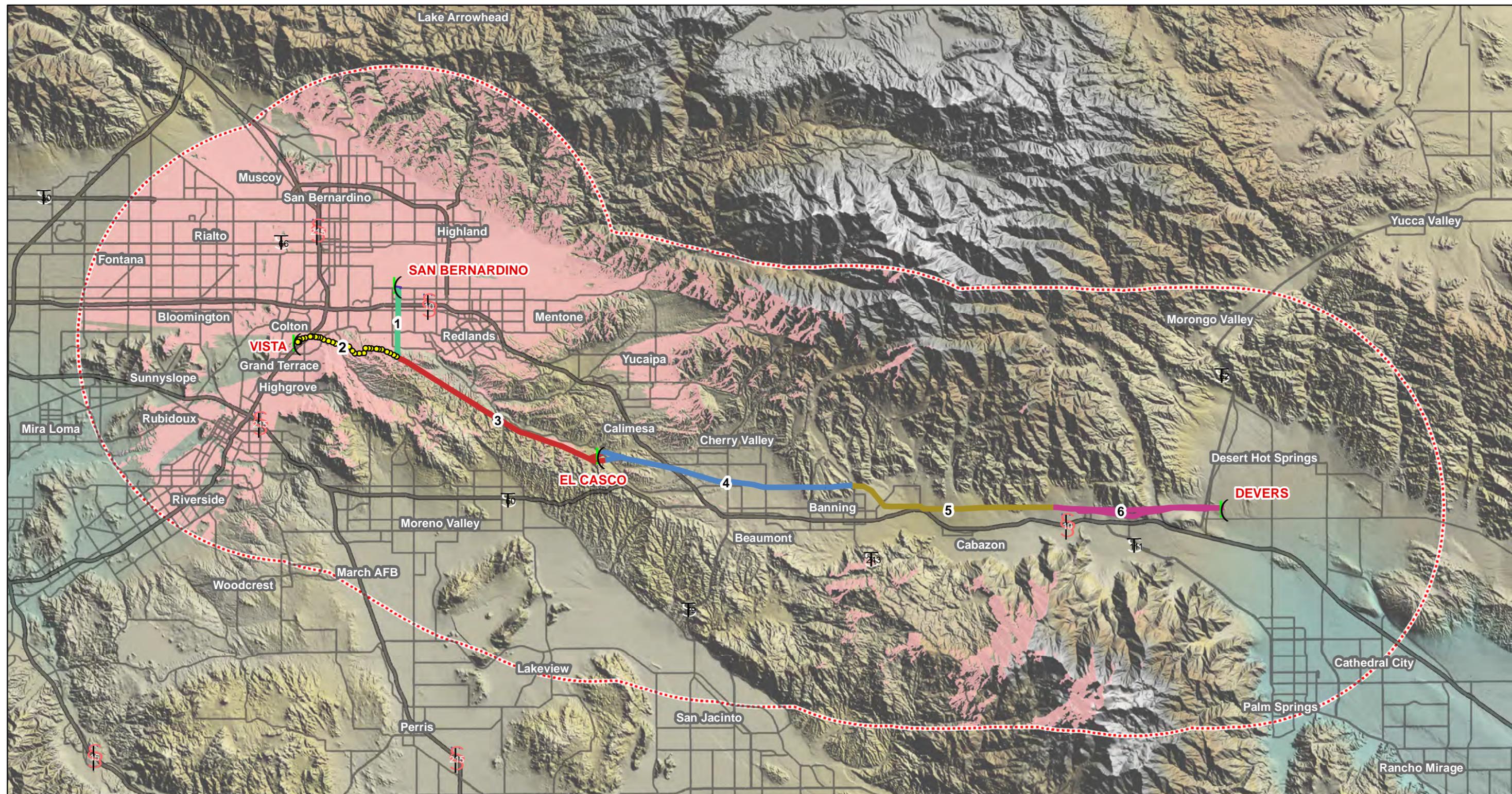
- 1 4
- 2 5
- 3 6

Visibility of Segment 1 Towers

- Not Visible
- Visible

West of Devers Upgrade Project

Figure D.18-1
Viewshed Analysis
Segment 1



Sources: SCE 2014, USGS 2013

2



- Segment 2 Structures (Proposed or Modify)
- (Substation
- 10-mile Buffer around Project

Transmission Line Segment

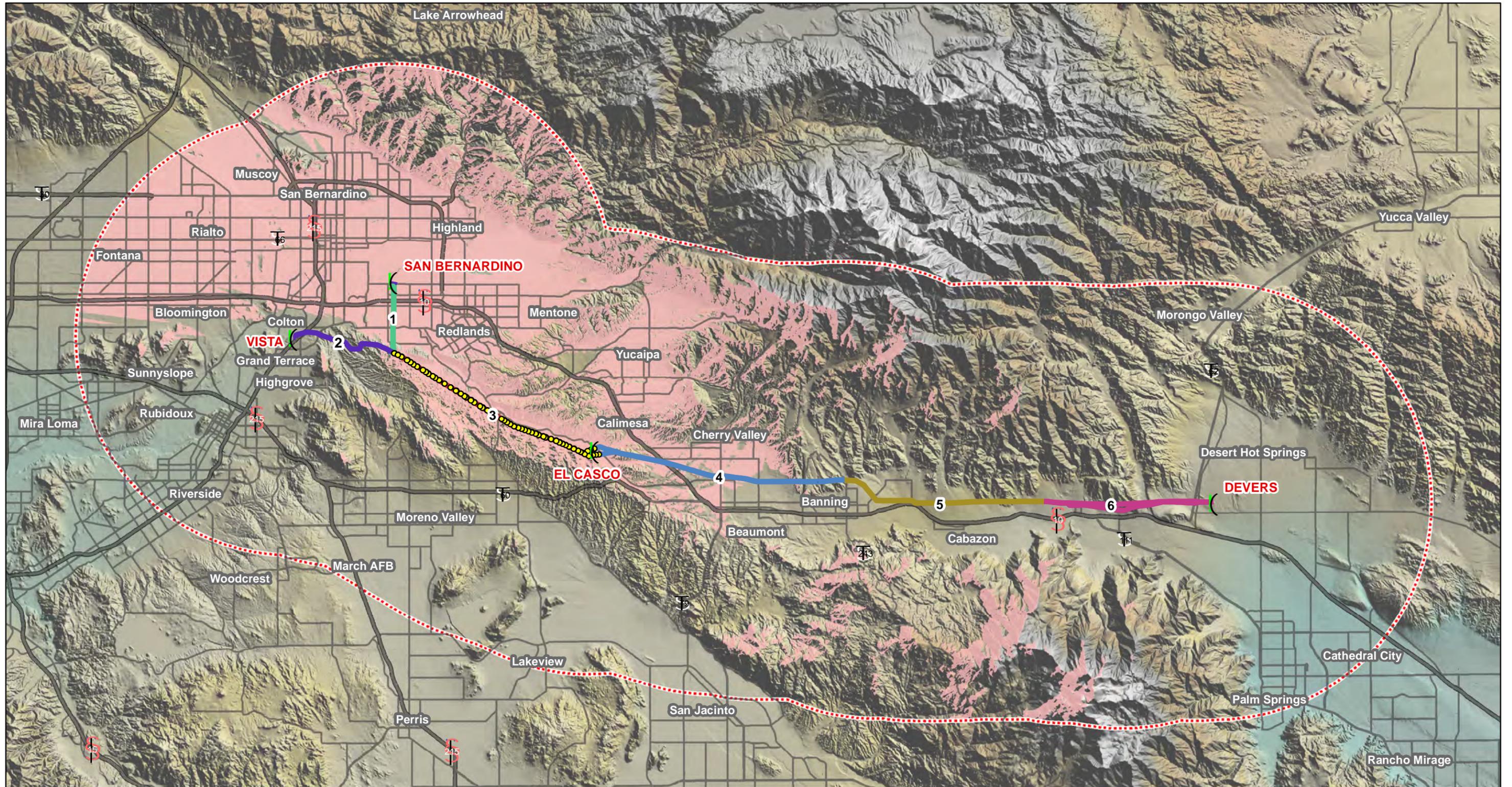
- 1
- 4
- 2
- 5
- 3
- 6

Visibility of Segment 2 Towers

- Not Visible
- Visible

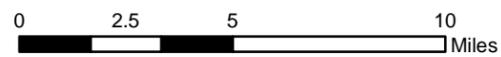
West of Devers Upgrade Project

Figure D.18-2
Viewshed Analysis
Segment 2



Sources: SCE 2014, USGS 2013

2



- Segment 3 Structures (Proposed or Modify)
- Substation
- 10-mile Buffer around Project

Transmission Line Segment

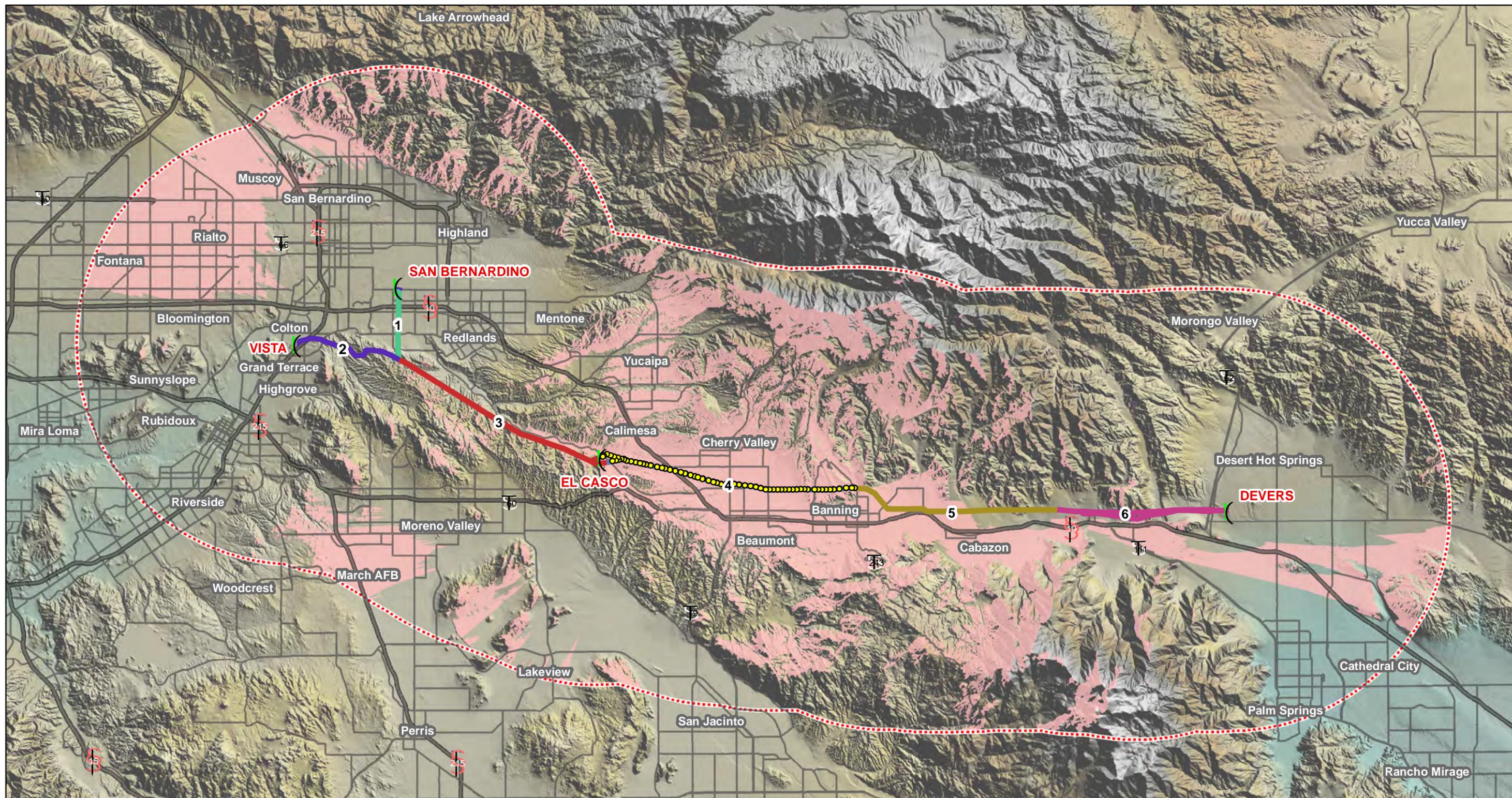
- 1 4
- 2 5
- 3 6

Visibility of Segment 3 Towers

- Not Visible
- Visible

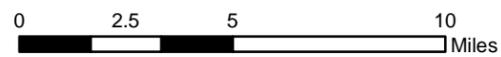
West of Devers Upgrade Project

Figure D.18-3
Viewshed Analysis
Segment 3



Sources: SCE 2014, USGS 2013

2



- Segment 4 Structures (Proposed or Modify)
- (Substation
- 10-mile Buffer around Project

Transmission Line Segment

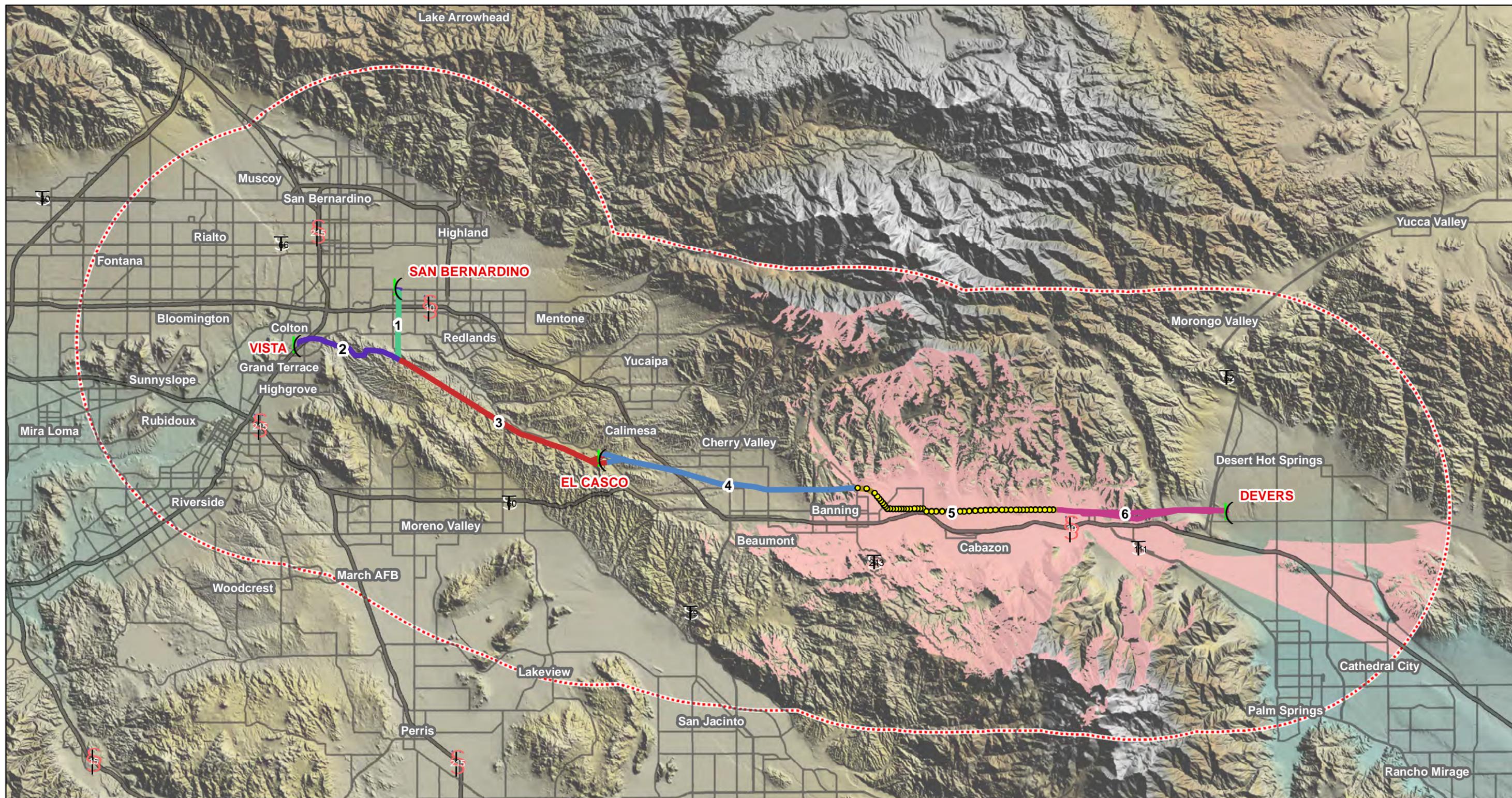
- 1 — 4
- 2 — 5
- 3 — 6

Visibility of Segment 4 Towers

- Not Visible
- Visible

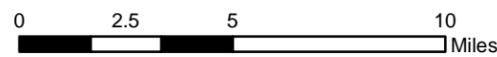
West of Devers Upgrade Project

Figure D.18-4
Viewshed Analysis
Segment 4



Sources: SCE 2014, USGS 2013

2



- Segment 5 Structures (Proposed or Modify)
- Substation
- 10-mile Buffer around Project

Transmission Line Segment

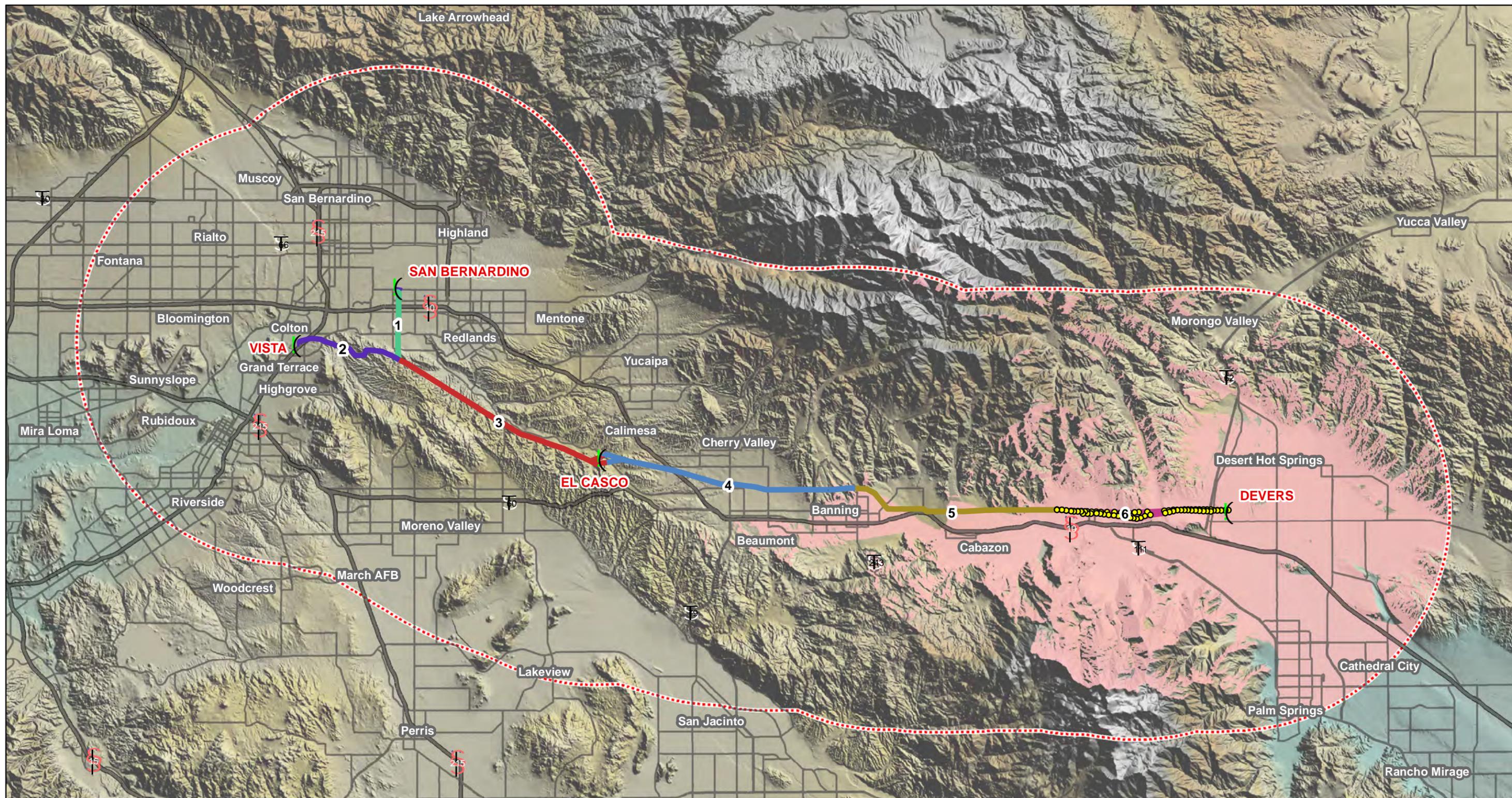
- 1 4
- 2 5
- 3 6

Visibility of Segment 5 Towers

- Not Visible
- Visible

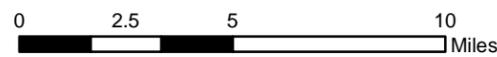
West of Devers Upgrade Project

Figure D.18-5
Viewshed Analysis
Segment 5



Sources: SCE 2014, USGS 2013

2



- Segment 6 Structures (Proposed or Modify)
- Substation
- 10-mile Buffer around Project

Transmission Line Segment

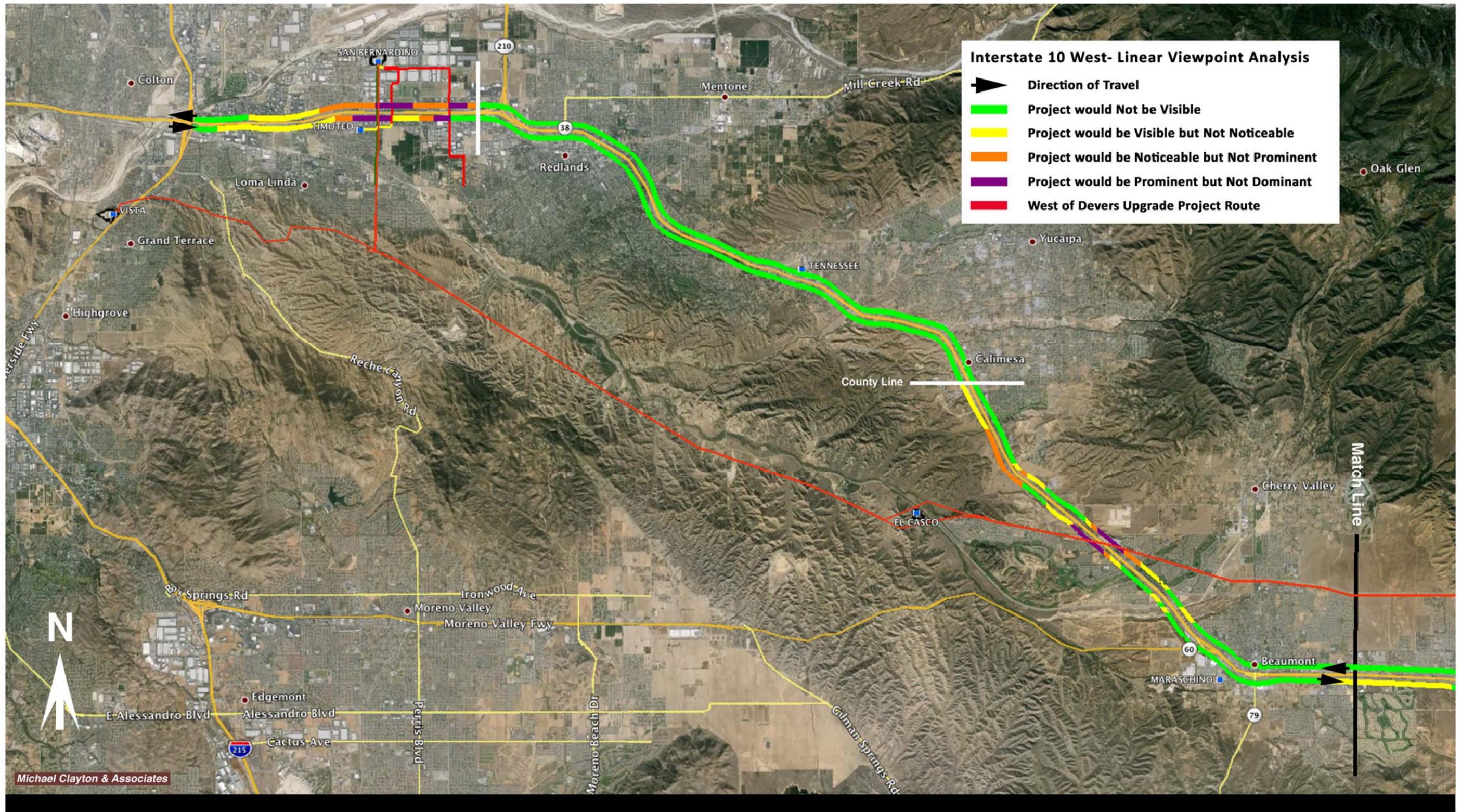
- 1
- 2
- 3
- 4
- 5
- 6

Visibility of Segment 6 Towers

- Not Visible
- Visible

West of Devers Upgrade Project

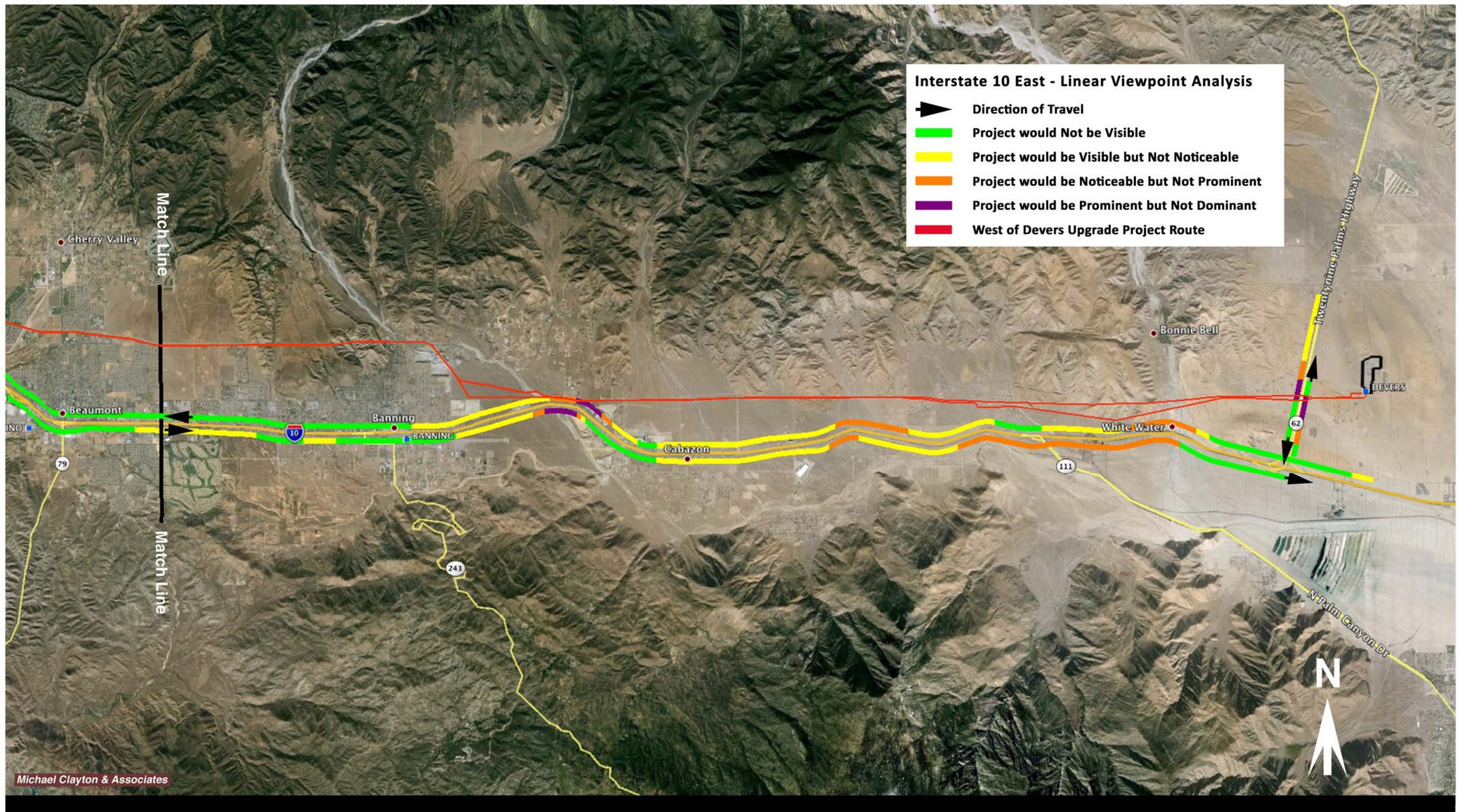
Figure D.18-6
Viewshed Analysis
Segment 6



This Linear Viewpoint Map illustrates the visibility of the western half of the Project from both Eastbound and Westbound I-10. Views from I-10 are color-coded as shown in the legend above and include views up to 90 degrees off the direction of travel.

Linear Viewpoint Map
Interstate 10 - West

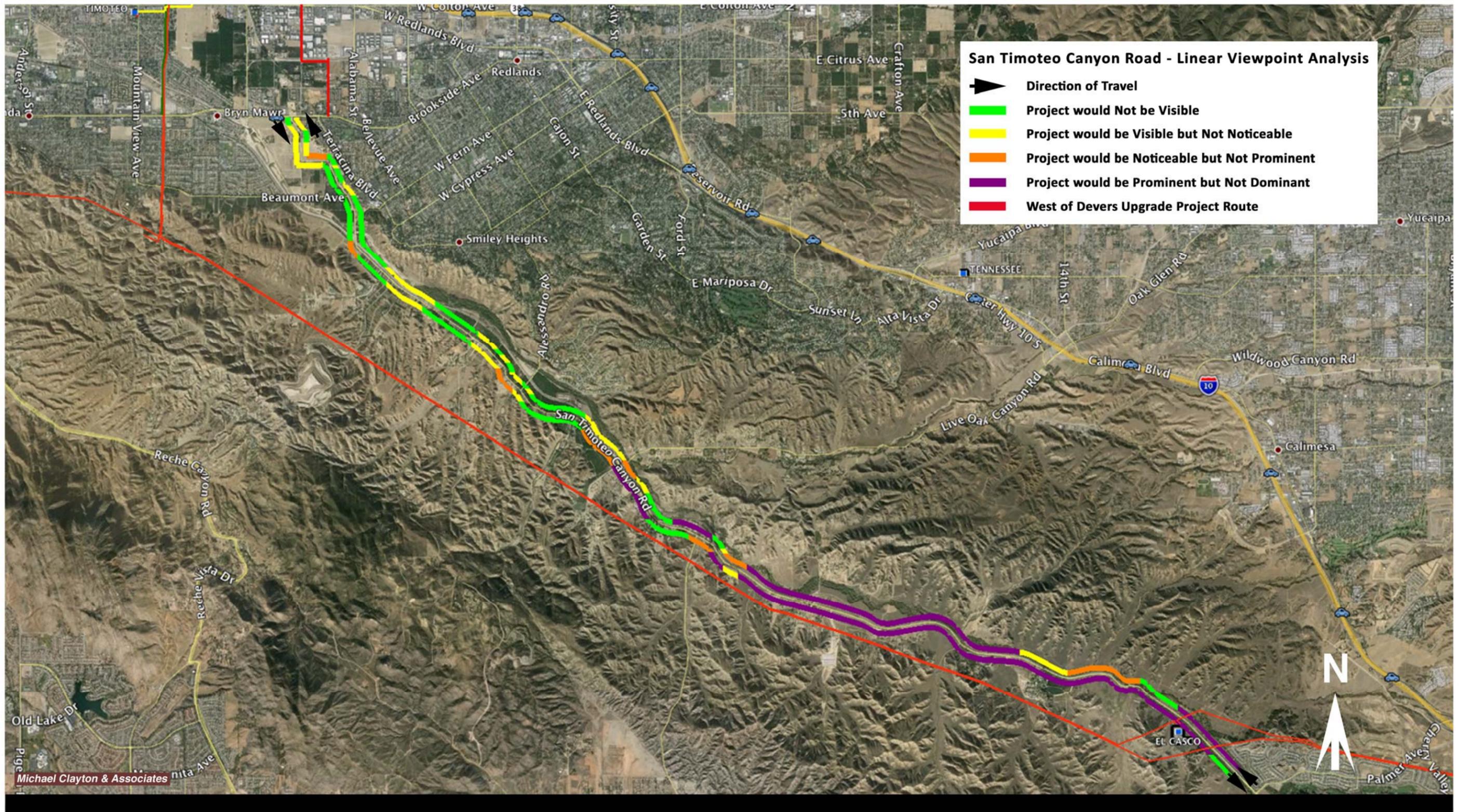
SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-7A



This Linear Viewpoint Map illustrates the visibility of the eastern half of the Project from both Eastbound and Westbound I-10 and Northbound and Southbound SR 62. Views from I-10 and SR 62 are color-coded as shown in the legend above and include views up to 90 degrees off the direction of travel.

Linear Viewpoint Map
Interstate 10 - East

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-7B



This Linear Viewpoint Map illustrates the visibility of the Project from both Eastbound and Westbound San Timoteo Canyon Road. Views from San Timoteo Canyon Road are color-coded as shown in the legend above and include views up to 90 degrees off the direction of travel.

Linear Viewpoint
Map
San Timoteo Canyon

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-7C



This image presents the **Existing View** to the south, from **KOP 1** at the **Segment 1 ROW crossing of Mission Road**, in the City of Loma Linda. This view encompasses that portion of Segment 1 heading south from Mission Road, towards San Bernardino Junction, just beyond the first ridgeline at the far left edge of the image. This image also captures the park setting that has been developed beneath the lines in the ROW, the residential developments that back on to the ROW, and the hills that provide a backdrop to the south.

KOP 1
Mission Road at ROW
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-8A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 1** at the **Segment 1 ROW crossing of Mission Road**, in the City of Loma Linda. The simulation illustrates the replacement of the existing facilities within this segment with two, taller double-circuit transmission lines with identical lattice structure designs. The result is a less structurally complex though slightly more prominent Project presence. There is also less view blockage of the background hills with removal of the subtransmission line.

KOP 1
Mission Road at ROW
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-8B



This image presents the **Existing View** to the west, from **KOP 2** on **Canyon Vista Drive**, just west of East Chase Canyon Lane, in the City of Colton. This view encompasses a residential neighborhood and a portion of Segment 1 between San Bernardino Junction and Vista Substation. Three transmission lines are positioned along the ridgeline south of the subdivision. The northernmost line (second and fifth structures from the left in this image) is to be replaced under the Proposed Project.

KOP 2
Canyon Vista Drive
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-9A



Michael Clayton & Associates

Latitude: 34° 2' 10.49" N Longitude: 117° 16' 18.57" W

This image presents a **Visual Simulation** of the Proposed Project from **KOP 2** on **Canyon Vista Drive**. This simulation illustrates the replacement of one of the three transmission lines (second and fifth towers) that pass along the ridge to the south of the subdivision. Although the proposed structures would be somewhat taller than the existing structures, they would appear similar in prominence and, and the overall structural complexity of the ROW would be similar.

KOP 2
Canyon Vista Drive
Visual Simulation

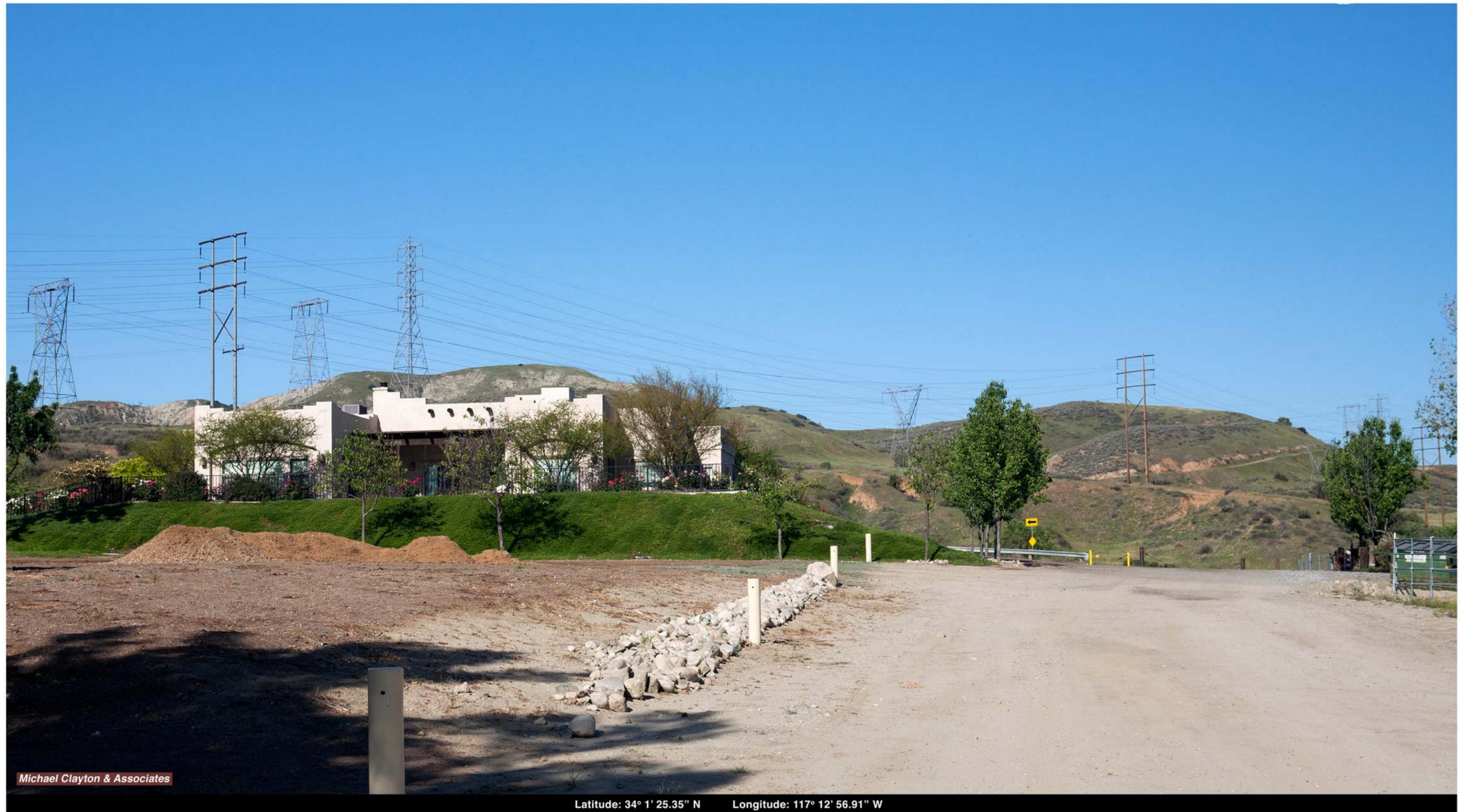
SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-9B



This image presents a **Visual Simulation** of the Proposed Project with **FAA Hazard Marker Balls** added, as viewed from **KOP 2** on **Canyon Vista Drive**. This simulation illustrates the addition of several marker balls to each affected span based on a preliminary determination by SCE of the spans that may need marker balls. A final determination of the spans requiring marker balls will be known once detailed engineering is complete, an application has been submitted to the FAA, and the FAA has made its determination.

KOP 2
Canyon Vista Drive
Visual Simulation

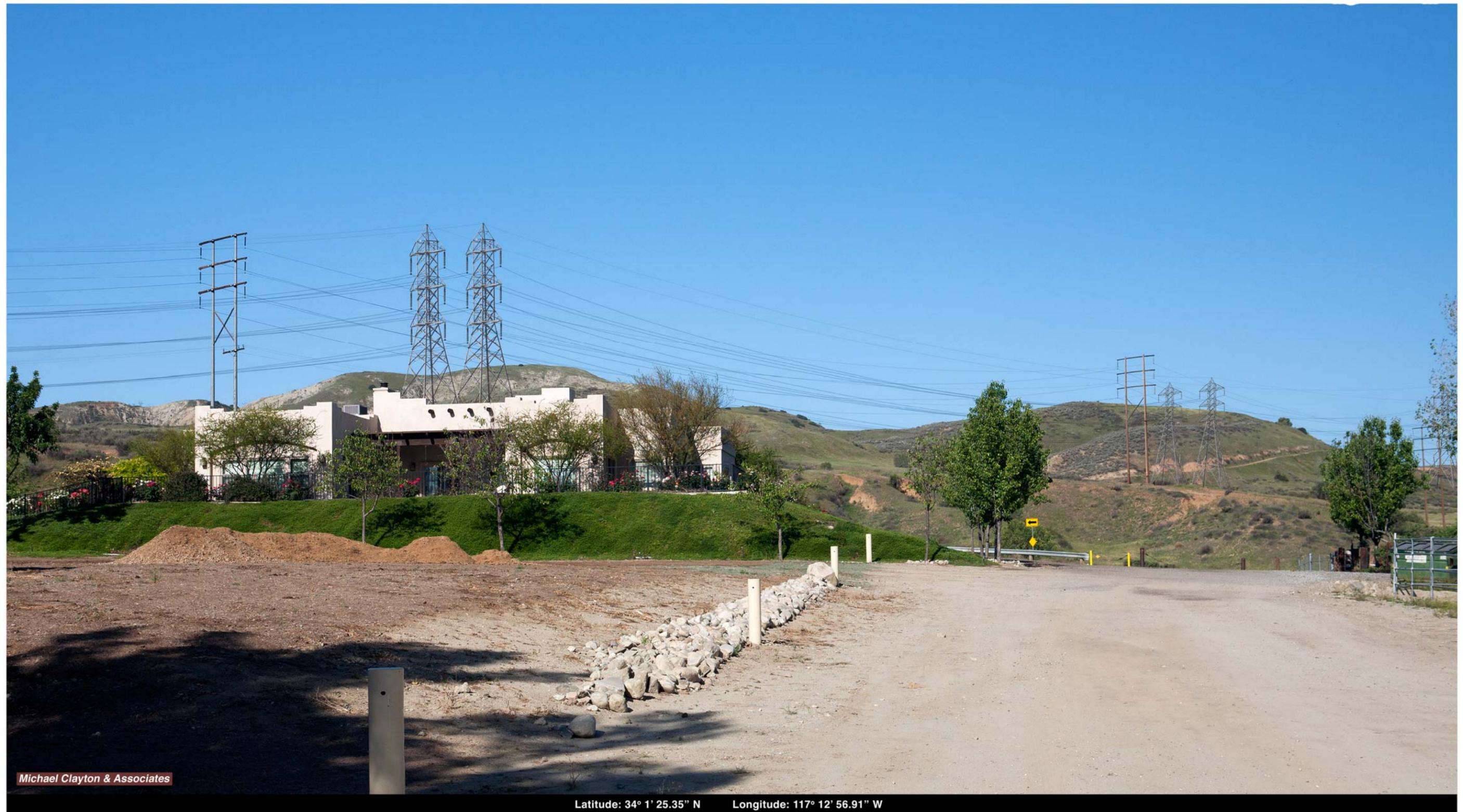
SCE West of Devers Upgrade Project
CEQA EIR / NEPA EIS
Visual Resources
Figure D.18-9C



This image presents the **Existing View** to the west from **KOP 3** on **Pilgrim Road**, off of **San Timoteo Canyon Road**, in the City of Calimesa. This rural residential view captures portions of the three transmission lines that traverse the hills and ridgelines that define the southwest boundary of San Timoteo Canyon.

KOP 3
Pilgrim Road
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-10A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 3** on **Pilgrim Road** off of **San Timoteo Canyon Road**, in the City of Calimesa. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two taller transmission lines of the same design. As shown in the simulation, the new structures would appear similar in prominence while overall structural complexity of the ROW would appear similar to somewhat reduced.

KOP 3
Pilgrim Road
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-10B



Michael Clayton & Associates

Latitude: 33° 59' 11.52" N Longitude: 117° 8' 37.43" W

This image presents the **Existing View** to the southwest from **KOP 4** on **San Timoteo Canyon Road**, approximately 0.70 mile east of Redlands Boulevard, in the City of Calimesa. This rural residential view captures portions of the three transmission lines that traverse the hills and ridgelines that define the southwest boundary of San Timoteo Canyon.

KOP 4
San Timoteo Canyon Road
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-11A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 4** on **San Timoteo Canyon Road**, approximately 0.70 mile east of Redlands Boulevard, in the City of Calimesa. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines with taller structures but of the same design. As shown in the simulation, the new structures would appear similar in prominence compared to the existing structures, and overall ROW complexity would be reduced.

KOP 4
San Timoteo Canyon Road
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-11B



This image presents a **Visual Simulation** of the Proposed Project with FAA Hazard Marker Balls added to conductor spans, as preliminarily determined by SCE, and viewed from **KOP 4** on **San Timoteo Canyon Road**. For shorter conductor spans needing three or fewer marker balls, the marker balls are all aviation orange in color. Longer spans utilize alternating colors of orange, white, and yellow. A final determination of the spans needing marker balls will be made by the FAA once final engineering is complete.

KOP 4
San Timoteo Canyon Road
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-11C



Michael Clayton & Associates

Latitude: 33° 57' 48.16" N Longitude: 117° 3' 30.34" W

This image presents the **Existing View** to the northeast from **KOP 5** at the intersection of **Boros Boulevard** and **Venturi Avenue**, in the Tukwet Canyon residential development in the City of Beaumont. This view encompasses a residential neighborhood and a portion of Segment 4, between El Casco Substation and I-10. Three transmission lines traverse the ridgelines that define the northern boundary of the Tukwet Canyon residential development.

KOP 5
Boros Boulevard
Existing View

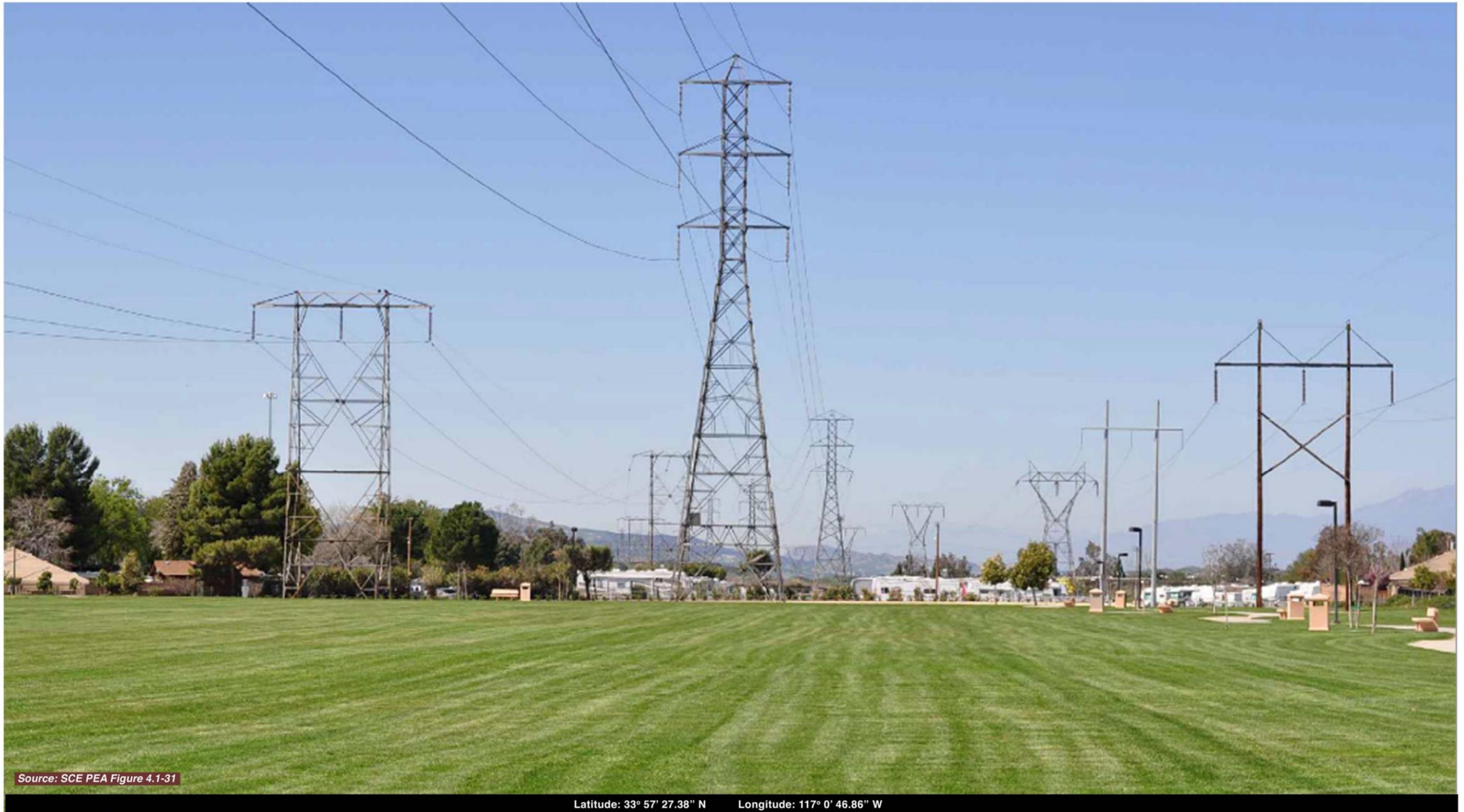
SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-12A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 5** at the intersection of **Boros Boulevard**, and **Venturi Avenue**, in the Tukwet Canyon residential development. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. As shown in the simulation, the new structures would be more prominent due to their greater height, but the overall structural complexity of the ROW would be reduced.

KOP 5
Boros Boulevard
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-12B



This image presents the **Existing View** to the northwest from **KOP 6** at the east end of **Stetson Community Park**, in the City of Beaumont. This view encompasses a residential ROW park setting and a portion of Segment 4, just east of I-10. Three transmission lines pass through this residential development, creating a ROW that has been converted to a community park.

KOP 6
Stetson Community Park
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-13A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 6** at the east end of **Stetson Community Park**, in the City of Beaumont. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. As shown in the simulation, the new structures would be more prominent due to their greater height, but the overall structural complexity visible from the park would be reduced.

KOP 6
Stetson Community Park
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-13B



Michael Clayton & Associates

Latitude: 33° 57' 20.87" N Longitude: 117° 00' 38.00" W

This image presents the **Existing View** to the northwest from **KOP 6A** on Sagura Road, in the Solera residential golf community in the City of Beaumont. This view of a portion of Segment 4 passing immediately behind a residential neighborhood is from the south side of the ROW and encompasses the group of towers immediately east of the group captured in the view from KOP 6. This image is representative of those south side (of the ROW) residential views that occur in close proximity to a structure grouping.

KOP 6A
Sagura Road
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-13C



This image presents a **Visual Simulation** of the Proposed Project from **KOP 6A** on Sagura Road, in the Solera residential golf community in the City of Beaumont. This simulation illustrates the replacement of three existing transmission lines with two transmission lines consisting of substantially taller structures. As shown in the simulation, the new structures would appear visually dominant due to their greater heights and close proximity to residences along the south side of the ROW.

KOP 6A
Sagura Road
Proposed Project Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-13D



This image presents the **Existing View** to the southeast from **KOP 7** at the **Solera Oakmont Clubhouse**, in the City of Beaumont. This view encompasses a residential golf community and portion of Segment 4, north of Oak Valley Parkway and east of I-10. Three transmission lines are prominently visible from the golf course and adjacent residences as they pass through this landscape. Mt. San Jacinto is prominently visible in the background.

KOP 7
Solera Oakmont Clubhouse
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-14A



Michael Clayton & Associates

Latitude: 33° 57' 17.16" N Longitude: 116° 59' 58.28" W

This image presents a **Visual Simulation** of the Proposed Project from **KOP 7** at the **Solera Oakmont Clubhouse**, in the City of Beaumont. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. The new structures would be slightly more prominent due to their greater height, but the overall structural complexity visible from the golf course, clubhouse, and adjacent residences would be reduced.

KOP 7
Solera Oakmont Clubhouse
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-14B



Michael Clayton & Associates

Latitude: 33° 57' 11.99" N Longitude: 116° 59' 29.43" W

This image presents the **Existing View** to the east-southeast from **KOP 8**, at the intersection of **Stargazer Street** and **Rose Avenue** in The Estates residential subdivision, in the City of Beaumont. This view encompasses a portion of the residential subdivision backing on to the existing ROW containing three prominently visible transmission lines. Mount San Jacinto is visible in the background.

KOP 8
The Estates
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-15A



Michael Clayton & Associates

Latitude: 33° 57' 11.99" N Longitude: 116° 59' 29.43" W

This image presents a **Visual Simulation** of the Proposed Project from **KOP 8**, at the intersection of **Stargazer Street** and **Rose Avenue**, in The Estates residential subdivision, in the City of Beaumont. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. The new structures would exhibit similar structural prominence, but the overall structural complexity of the ROW would be reduced.

KOP 8
The Estates
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-15B



Michael Clayton & Associates

Latitude: 33° 57' 1.24" N Longitude: 116° 58' 1.56" W

This image presents the **Existing View** to the southwest from **KOP 9**, on **Cedar Hollow Road**, just west of Cherry Avenue, in the City of Beaumont. This view encompasses a portion of the Segment 4 ROW as it passes through the residential areas of north Beaumont. The ROW contains three prominently visible transmission lines.

KOP 9
Cedar Hollow Road
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-16A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 9**, on **Cedar Hollow Road**, just west of Cherry Avenue, in the City of Beaumont. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. As shown in the simulation, the new structures would exhibit similar structural prominence when viewed from the north, and the overall structural complexity of the ROW would be reduced.

KOP 9
Cedar Hollow Road
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-16B



Michael Clayton & Associates

Latitude: 33° 56' 54.75" N Longitude: 116° 52' 38.86" W

This image presents the **Existing View** to the southeast from **KOP 10**, on **Bluff Street**, in north Banning. This viewpoint is located at the border of Segment 4 and Segment 5. The view encompasses the western end of Segment 5 as it spans Bluff Street and then passes into Morongo tribal lands north of the City of Banning. The ROW splits at this location, with two prominently visible transmission lines following the southern route west, and one transmission line following a northern route west.

KOP 10
Bluff Street
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-17A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 10**, on **Bluff Street**, in north Banning. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two taller tubular steel Pole (TSP) transmission lines of the same design. As shown in the simulation, the new structures would appear more massive, and visibly more prominent at greater distance compared to the lattice structures that are being replaced.

**KOP 10
Bluff Street
Visual Simulation**

**SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-17B**



Michael Clayton & Associates

Latitude: 33° 55' 54.44" N Longitude: 116° 51' 33.79" W

This image presents the **Existing View** to the northeast from **KOP 11**, on **Hathaway Street**, at the entrance to the Summit Ridge Apartments, in the City of Banning. The view encompasses the view of the ROW as it passes across the southwest corner of the Morongo tribal lands, north of I-10 and adjacent to the eastern border of the City of Banning. The San Bernardino Mountains provide a backdrop of visual interest in views to the north and northeast.

**KOP 11
Hathaway Street
Existing View**

**SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-18A**



This image presents a **Visual Simulation** of the Proposed Project from **KOP 11**, on **Hathaway Street**, at the entrance to the Summit Ridge Apartments, in the City of Banning. This simulation illustrates the introduction of two TSP transmission lines into the foreground of views from Hathaway Street and the adjacent residential development. The TSPs would appear more massive, and visibly more prominent compared to the more distant pole and lattice structures that are being replaced (not readily apparent above).

**KOP 11
Hathaway Street
Visual Simulation**

**SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-18B**



This image presents the **Existing View** to the southwest from **KOP 12**, at the **Morongo Community Center**. The view encompasses a portion of the Community Center parking lot and the ROW as it passes between the Community Center and I-10. The ROW contains three transmission lines, two consisting of lattice steel structures, and one wood-pole H-frame line.

KOP 12
Morongo Community Center
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-19A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 12**, at the **Morongo Community Center**. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two, slightly more distant TSP transmission lines of identical design. The new structures would be similar in height to the tallest existing lattice structures, but they would appear shorter and more numerous when viewed from the Community Center, owing to their greater viewing distance and the ROW alignment.

KOP 12
Morongo Community Center
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-19B



Michael Clayton & Associates

Latitude: 33° 55' 49.53" N Longitude: 116° 41' 25.92" W

This image presents the **Existing View** to the west from **KOP 13**, on **Haugen-Lehman Way**, just south of Amethyst Drive, in the residential community of Whitewater. This view encompasses a portion of the Segment 6 ROW as it passes through the central portion of Whitewater, which includes several residential enclaves extending from just east of the Morongo tribal lands eastward to SR 62. The ROW contains three prominently visible transmission lines including two lattice steel and one wood-pole facilities.

KOP 13
Haugen-Lehman Way
Existing View

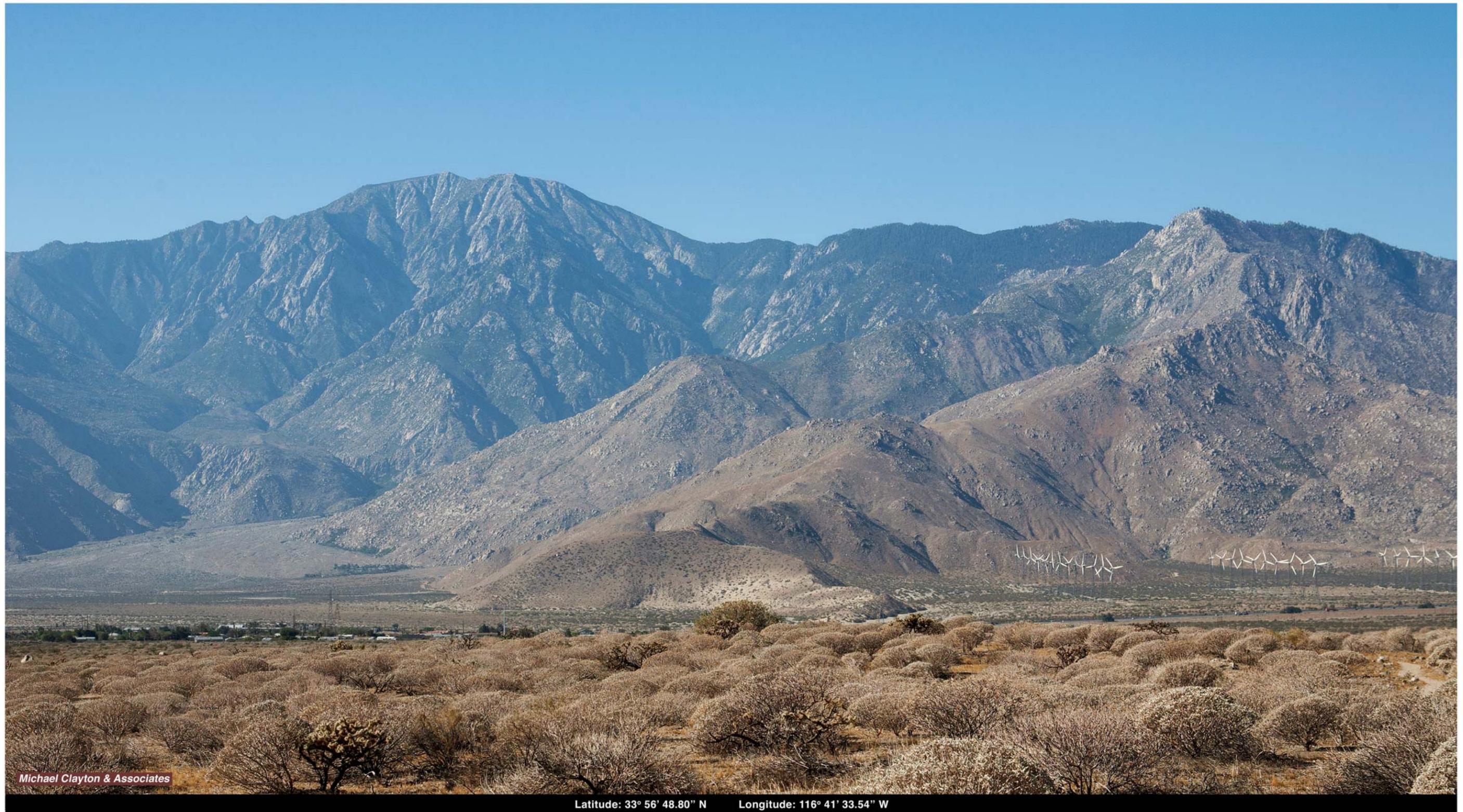
SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-20A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 13**, on **Haugen-Lehman Way**, just south of Amethyst Drive, in the residential community of Whitewater. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. As shown in the simulation, the new structures would be somewhat more prominent due to greater heights and greater structural design complexity (lattice vs. pole).

KOP 13
Haugen-Lehman Way
Visual Simulation

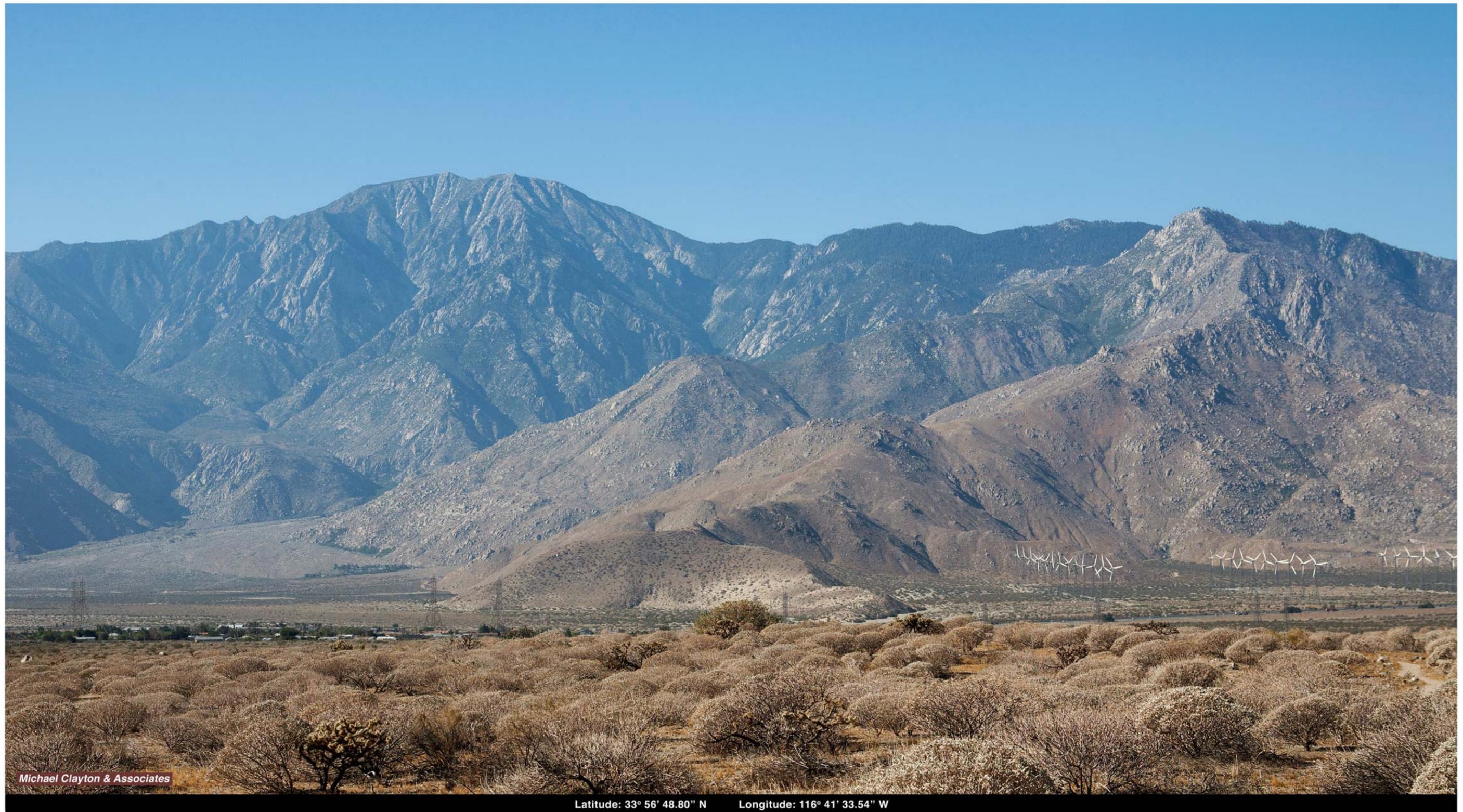
SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-20B



This image presents the **Existing View** to the south from **KOP 14**, at the **Pacific Crest Trail (PCT) Parking Lot**, north of Haugen-Lehman Way and the residential community of White Water. This view encompasses a portion of the Segment 6 ROW that would span the PCT as it passes through White Water, approximately one mile south of the PCT parking lot and KOP 14. The PCT would pass through the western portion of the community before crossing under I-10, turning east, and then south toward Mount San Jacinto.

**KOP 14
PCT Parking Lot
Existing View**

**SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-21A**



Michael Clayton & Associates

Latitude: 33° 56' 48.80" N Longitude: 116° 41' 33.54" W

This image presents a **Visual Simulation** of the Project from **KOP 14**, at the **Pacific Crest Trail (PCT) Parking Lot**, north of Haugen-Lehman Way and the residential community of White Water. This simulation illustrates the replacement of three existing transmission lines of different design and size with two transmission lines of greater height but identical design. The new structures would be more noticeable from the PCT further south due to their greater heights and structural prominence and close proximity to the trail crossing.

KOP 14
PCT Parking Lot
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-21B



This image presents the **Existing View** to the southeast from **KOP 15**, on **Whitewater Canyon Road**, just south of the residential enclave of Bonnie Bell, in the larger residential community of Whitewater, north of I-10 and west of SR 62. This view encompasses a portion of the Segment 6 ROW as it spans Whitewater Canyon and Whitewater Canyon Road. The ROW contains three transmission lines of different designs and heights, which are noticeably visible on the east canyon rim from Whitewater Canyon Road.

KOP 15
Whitewater Canyon Road
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-22A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 15**, on **Whitewater Canyon Road**, just south of the residential enclave of Bonnie Bell. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. As shown in the simulation, the new structures would be more prominent due to greater heights, but the overall structural complexity of the ROW would be slightly reduced.

KOP 15
Whitewater Canyon Road
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-22B



This image presents the **Existing View** to the southeast from **KOP 16**, on **Painted Hills Road**, immediately east of Verbena, west of SR 62. This view encompasses the eastern portion of the Segment 6 ROW as it passes by the eastern-most portion of Whitewater, before spanning SR 62 and then continuing on to Devers Substation, just east of SR 62. The ROW contains three transmission lines though they are somewhat obscured by the complexity of the background wind turbines and transmission lines.

KOP 16
Painted Hills Road
Existing View

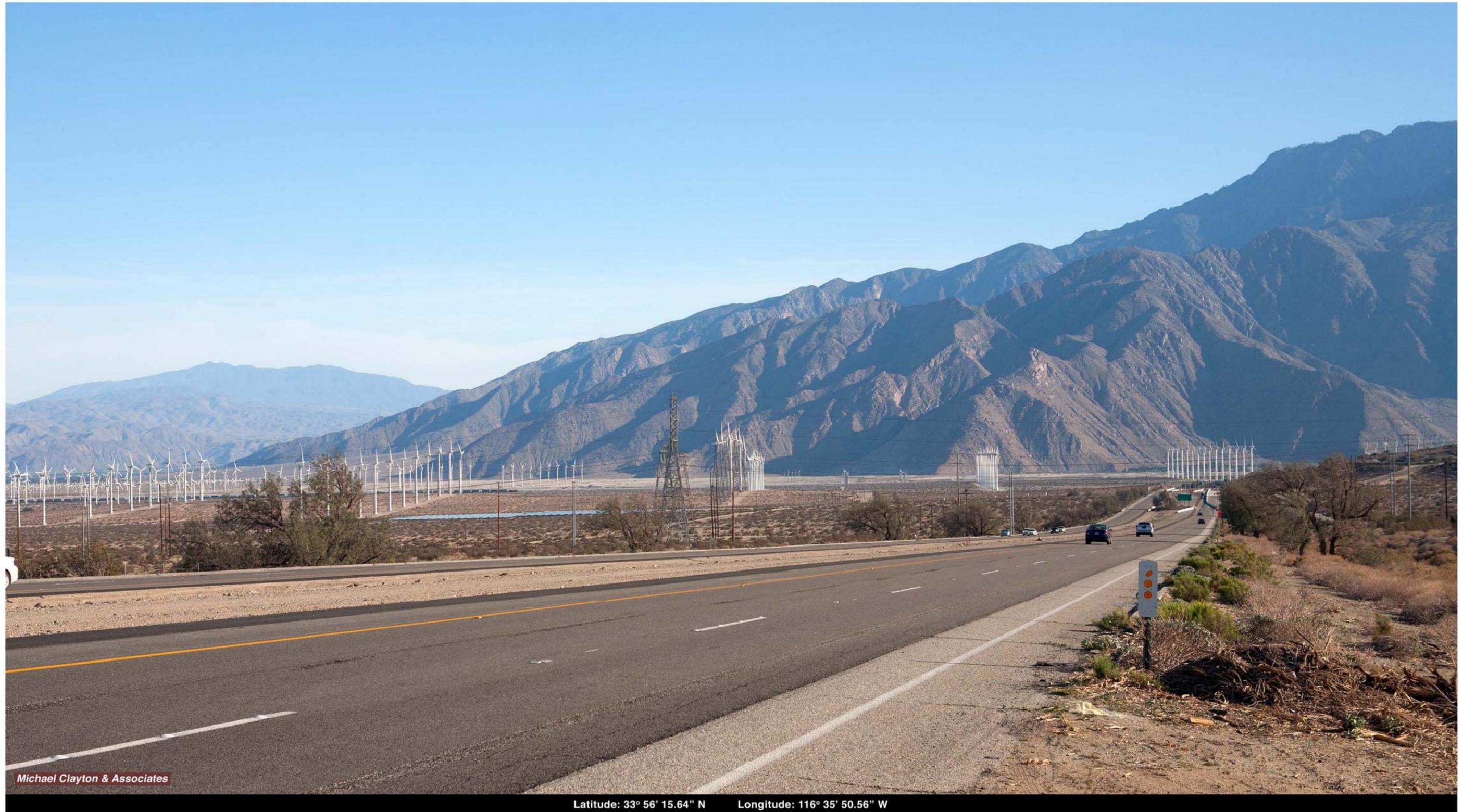
SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-23A



This image presents a **Visual Simulation** of the Proposed Project from **KOP 16**, on **Painted Hills Road**, immediately east of Verbena, west of SR 62. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. As shown in the simulation, the new structures would be slightly more prominent due to greater heights.

KOP 16
Painted Hills Road
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-23B



Michael Clayton & Associates

Latitude: 33° 56' 15.64" N Longitude: 116° 35' 50.56" W

This image presents the **Existing View** to the southeast from **KOP 17**, on **Southbound SR 62**, just north of the ROW span of SR 62. This view encompasses the eastern portion of the Segment 6 ROW as it spans SR 62, an Officially Designated State Scenic Highway, and then continues on to Devers Substation, just east of SR 62. The ROW contains three transmission lines though they are somewhat obscured by the complexity of the background wind turbines and transmission lines.

KOP 17
Southbound SR 62
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-24A



Michael Clayton & Associates

Latitude: 33° 56' 15.64" N Longitude: 116° 35' 50.56" W

This image presents a **Visual Simulation** of the Proposed Project from **KOP 17**, on **Southbound SR 62**, just north of the ROW span of SR 62. This simulation illustrates the replacement of three existing transmission lines of different design and size, with two transmission lines of greater height but identical design. As shown in the simulation, although the new structures would be slightly more prominent due to greater heights, the increased prominence would not be noticed by the casual observer.

KOP 17
Southbound SR 62
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-24B



This image presents the **Existing View** to the north, from **KOP 18** on **Iowa Street**, in the City of Redlands. This view encompasses a portion of the Proposed SB-Redlands-Tennessee overhead 66 kV subtransmission line as it passes the Cottage Lane residential subdivision to the east. While there are no dominant overhead utility structures apparent in this suburban landscape, there are single-, wood-pole utility lines along Orange Avenue and a portion of Iowa Street. Also visible is a communication tower.

KOP 18
Northbound Iowa Street
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-25A



Michael Clayton & Associates

Latitude: 34° 3' 1.10" N Longitude: 117° 12' 46.93" W

This image presents a **Visual Simulation** of a portion of the Proposed SB-Redlands-Tennessee overhead 66 kV subtransmission line, from **KOP 18** on **Iowa Street**, in the City of Redlands. The simulation illustrates the introduction of vertically prominent, light-weight steel poles into the suburban landscape along Iowa Street. As shown in the simulation, the new structures would be visually dominant features in views from Iowa Street and the adjacent Cottage Lane residential subdivision.

KOP 18
Northbound Iowa Street
Visual Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-25B



Michael Clayton & Associates

Latitude: 33° 57' 20.87" N Longitude: 117° 00' 38.00" W

This image presents the **Existing View** to the northwest from **KOP 6A** on Sagura Road, in the Solera residential golf community in the City of Beaumont. This view of a portion of Segment 4 passing immediately behind a residential neighborhood is from the south side of the ROW and encompasses the group of towers immediately east of the group captured in the view from KOP 6. This image is representative of those south side (of the ROW) residential views that occur in close proximity to a structure grouping.

KOP 6A
Sagura Road
Existing View

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-26A



This image presents a **Visual Simulation** of the **Phased Build Alternative** from **KOP 6A** on Sagura Road, in the Solera residential golf community. This simulation illustrates the retention of the existing double-circuit 220 kV transmission line and the introduction of a new 220 kV transmission line that would occupy the same location as the northern transmission line of the Proposed Project. This alternative would eliminate the southern-most structures of the Proposed Project and reduce overall structural prominence.

KOP 6A
Sagura Road
Phased Build Simulation

SCE West of Devers Upgrade Project
Visual Resources
Figure D.18-26B