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

## METHODOLOGIES:

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

## APPENDIX VR-MRD–1

### MODIFIED ROUTE D ALTERNATIVE

<table>
<thead>
<tr>
<th>Key Viewpoint (KVP)</th>
<th>Description</th>
<th>Viewer Exposure</th>
<th>CPUC - EXISTING VISUAL SETTING</th>
<th>CPUC - VISUAL CHANGE</th>
<th>IMPACT SIGNIFICANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>KVP 67 South Buckman Springs Road</strong></td>
<td>View to the north-northeast toward the Modified Route D Alternative route location from northbound South Buckman Springs Road; just south of the route’s span of South Buckman Springs Road.</td>
<td>Moderate</td>
<td>Foreground to middleground pastoral landscape bounded by low rolling, rocky ridges and hills. The grass- and shrub-covered fields and hill slopes are punctuated by individual and informal groupings of trees. Although a simple wood-pole utility line passes through the landscape, and there are rural residences located along South Buckman Springs Road and Cameron Truck Trail, the landscape is substantially natural in appearance. Views are open and unobstructed.</td>
<td>High Travelers on South Buckman Springs Road and Cameron Truck Trail, and nearby residents presently experience a rural landscape that is substantially natural in appearance though somewhat lacking in visual variety. Although there is an existing wood-pole utility line, there are no prominent structural features or industrial character. Any intrusion of built structures with industrial character or blockage of views of the valley or surrounding ridges would be perceived as an adverse visual change in the landscape.</td>
<td>This portion of the Modified Route D Alternative would pass through a rural and substantially undeveloped landscape. The lattice-steel structures would be prominent, industrial features in a landscape presently absent such industrial character. The new structures and conductors would also result in view blockage of the surrounding ridges.</td>
</tr>
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**MODIFIED ROUTE D ALTERNATIVE (cont’d)**

<table>
<thead>
<tr>
<th>KEY VIEWPOINT</th>
<th>DESCRIPTION</th>
<th>EXISTING LANDSCAPE CHARACTER</th>
<th>DESIRED LANDSCAPE CHARACTER</th>
<th>SCENIC INTEGRITY OBJECTIVE (SIO)</th>
<th>LEVEL OF CHANGE</th>
<th>SIO CONSISTENCY</th>
</tr>
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<tr>
<td><strong>KVP 68</strong></td>
<td>Lyons Valley Road</td>
<td>View to the north along the alternative route from Lyons Valley Road, approximately 2.75 miles east of the intersection with Honey Springs Road. This viewpoint captures a portion of the Pine Creek Place, which is generally an undeveloped canyon landscape offering opportunities for solitude and quiet contemplation. The canyons are rough, steep and narrow. Most of the area is covered with coastal sage and blackfoot chapsal. Granite boulders and rocky outcroppings dot the landscape. Although the streams are dry most of the year, riparian and oak woodlands (comprised of oaks, cottonwood, and willows) thrives in the grassy canyons. Lyons Valley Road is one of the main roads in the Pine Creek Place. Evidence of human activities is not common.</td>
<td>Pine Creek Place is maintained as a predominantly naturally-evolving area that functions as a remote, undeveloped, wilderness landscape where only ecological changes are evident. The valued landscape attributes to be preserved or developed over time include pristine canyon woodland communities; vegetative diversity as expressed by healthy, coastal sage scrub communities; and the natural appearance of the landscape. Part of the management emphasis is to maintain the current character and level of development within the Pine Creek Place and promote wilderness values.</td>
<td>Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character &quot;appears&quot; intact. Deviations may be present but must repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that they are not evident.</td>
<td>High</td>
<td>Not Consistent</td>
</tr>
<tr>
<td><strong>KVP 69</strong></td>
<td>Japatul Road</td>
<td>View to the north-northeast from Japatul Road, approximately two miles west of the intersection with Japatul Valley Road and Lyons Valley Road. This viewpoint captures a portion of the Sweetwater Place, which is a transition zone between the relatively undeveloped mountain, desert and wilderness open-spaces of eastern San Diego County and the urbanized communities of metropolitan San Diego. It contains the Interstate 8 road corridor, which offers expansive, scenic views to the adjacent mountains. The landscape supports a variety of vegetation types including oak woodlands, chaparral, and riparian vegetation.</td>
<td>Sweetwater Place is maintained as a natural appearing landscape. The valued landscape attributes to be preserved or developed over time are the undeveloped character of Forest Service land that remain in this otherwise highly developed rural area; opportunities for unobstructed, panoramic views from the Interstate 8 corridor—especially on the eastern side; the scenic integrity of important local landmarks, and built elements that are unobstructed and exhibit a consistent architectural theme. Part of the management emphasis is to ensure that activities originating from neighboring private land are consistent with national forest land management objectives. Also, development within the Interstate 8 road corridor is to be managed to conserve panoramic views from the highway.</td>
<td>Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character &quot;appears&quot; intact. Deviations may be present but must repeat the form, line, color, texture, and pattern common to the landscape so completely and at such scale that they are not evident.</td>
<td>High</td>
<td>Not Consistent</td>
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**USFS - VISUAL CHANGE**

- **Before Mitigation**
- **After Mitigation**

**IMPACT SIGNIFICANCE**

- **Before Mitigation**
- **After Mitigation**

**MEASURES**

- **Measure V-3a** (Project Design)
- **Measure V-45a** (Stevens Conservation Plan)
### STAR VALLEY OPTION

<table>
<thead>
<tr>
<th>Key Viewpoint (KVP)</th>
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| **KVP 70**  
Star Valley Road  
Star Valley Option  
Figures E.4.3-4A / 4B | View to the south toward the Modified Route D Alternative Star Valley Option transition structures location from Star Valley Road, just north of the transition structures. | Moderate  
Residents along Star Valley Road presently experience a rural landscape consisting of low rolling, rocky hills supporting grass and low-growing shrubs. The landscape is predominantly natural in appearance though lacking in visual variety. Views are open and unobstructed and there is no visual evidence of built industrial features or character. | High  
Foreground  
Low  
Extended  
Moderate to High  
Moderate to High | This portion of the Modified Route D Alternative Star Valley Option would introduce prominent lattice- and tubular-steel structures with substantial industrial character into a landscape presently absent such built industrial features. The new structures and conductors would also result in view blockage of the background sky, hill slopes, and ridges. | High  
Co-Dominant to Dominant  
Moderate to High  
Moderate to High  
Before: Significant (Class I) After: Same  
Measure V-3a (Project Design) |