

APPENDIX VR-18-1
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)
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INTERSTATE 8 ALTERNATIVE										
VIEWPOINT		BLM - EXISTING VISUAL SETTING				BLM - VISUAL CONTRAST ANALYSIS		IMPACT SIGNIFICANCE		
Key Viewpoint (KVP)	Description	Scenic Quality Classification	Viewer Sensitivity	VRM Class			Level of Change (See Appendix VR-3 Contrast Rating Worksheets)	VRM Consistency	Before Mitigation	Mitigation
				Status	Rating	Management Objective			After Mitigation	
KVP 44 Dunaway Staging Area Figures E.1.3-2A / 2B	View to the south toward the existing SWPL, from the Dunaway OHV Staging Area, just south of I-8 at the Dunaway exit.	Class C This view encompasses a portion of the Yuha Desert that includes an existing transmission line (SWPL) south of Interstate 8. The flat desert landscape supports a sparse distribution of short grasses and shrubs of subdued color. Although there are distant mountain ranges and areas of localized erosion that create land variation of visual interest, the overall scenic quality of the desert basin landscape is compromised by the noticeable presence of the steel-lattice transmission line with its industrial character.	High Note: All BLM lands within the California Desert Conservation Area are assigned a Viewer Sensitivity level of High because of the public importance attributed to these lands)	Interim	III	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be [no greater than] 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.	Low This alternative would parallel the existing SWPL line to the north. Although the new structures would be the same design and height as the existing structures, the new structures would cause additional skylining (extending above the horizon line) as they cross the Yuha Desert. As a result, some additional view blockage of sky and mountains (though slight) would occur when viewed from the Dunaway OHV Staging Area. The new line would also slightly increase the structural complexity and industrial character visible from the staging area. The resulting visual contrast would be weak for structural form and weak to moderate for line.	Consistent The low level of change would meet the VRM Class III objective of a moderate (or lower) degree of visual change. While the new line would not repeat the basic elements of the existing natural features in the landscape (simple, flat horizontal landform), it would repeat the characteristics of the existing SWPL line. And though the line would be visible, at this viewing distance, the additional structures would not dominate the view of the casual observer in the vicinity of the Dunaway OHV Staging Area.	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Same	Measure V-3a (Project Design)
KVP 45 Yuha Desert I-8 Span Figures E.1.3-3A / 3B	View to the west toward the existing SWPL span of Interstate 8, from westbound I-8, approximately 0.2 mile west of Dunaway Road.	Class C This view encompasses a portion of the Yuha Desert that includes an existing transmission line (SWPL) and the prominent linear form of Interstate 8. The flat desert landscape supports a sparse distribution of short grasses and shrubs of subdued color. Although there are distant mountain ranges that create land variation of visual interest, the overall scenic quality of the desert basin landscape is compromised by the noticeable presence of the steel-lattice transmission line with its industrial character.	High	Interim	III	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be [no greater than] 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.	Low This alternative would parallel the existing SWPL line to the north. Although the new structures would be the same design and height as the existing structures, the new structures would cause additional skylining as they cross the Yuha Desert and span I-8. As a result, some additional view blockage of sky and distant mountains (though slight) would occur when viewed from I-8. The new line would not substantially change the character of the existing landscape. The resulting visual contrast would be weak.	Consistent The low level of change would meet the VRM Class III objective of a moderate (or lower) degree of visual change. While the new line would not repeat the basic elements of the existing natural features in the landscape (simple, flat horizontal landform), it would repeat the characteristics of the existing SWPL line. And though the line would be visible, it would not dominate the view of the casual observer when viewed from eastbound or westbound I-8.	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Same	Measure V-3a (Project Design)

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INTERSTATE 8 ALTERNATIVE (cont'd)										
VIEWPOINT		BLM - EXISTING VISUAL SETTING				BLM - VISUAL CONTRAST ANALYSIS		IMPACT SIGNIFICANCE		
Key Viewpoint (KVP)	Description	Scenic Quality Classification	Viewer Sensitivity	VRM Class			Level of Change <small>(See Appendix VR-3 Contrast Rating Worksheets)</small>	VRM Consistency	Before Mitigation	Mitigation
				Status	Rating	Management Objective			After Mitigation	
KVP 46 Plaster City West OHV Staging Area Figures E.1.3-4A / 4B	View to the west toward the existing SWPL transmission line as it passes through the Plaster City West OHV Staging Area.	Class C This view encompasses a portion of the Yuha Desert that includes an existing transmission line (SWPL) north of Evan Hewes Highway and Interstate 8. The flat desert landscape supports a sparse distribution of short grasses and shrubs of subdued color and prominent utility infrastructure with complex structural forms and industrial character. Although there are distant mountain ranges that provide a limited backdrop of visual interest, the overall scenic quality of the relatively non-descript desert basin landscape is primarily influenced by the prominent presence of the steel-lattice transmission line.	High	Interim	III	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be [no greater than] 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.	Moderate to High This portion of the alternative would pass directly through the Plaster City West OHV Staging Area. The alternative would parallel the existing SWPL line to the north and the new structures would be the same design and height as the existing structures. However, because the line would pass directly through the staging area, the new line would add substantially to structure prominence, complexity, and skylining when viewed from the staging area. The resulting structural visual contrast (for form and line) would be strong.	Not Consistent The moderate to high level of change would not meet the VRM Class III objective of a moderate (or lower) degree of visual change. The new line with its complex structural forms and vertical to diagonal lines would not repeat the basic elements of the existing natural features in the landscape (simple, flat horizontal landform). Also, the proposed structures would be prominent to dominant features in the landscape as it passes through the staging area.	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design)
KVP 47 Sugarloaf Mountain to Interstate 8 Figures E.1.3-5A / 5B	View to the north toward the existing SWPL transmission line as it crosses Sugarloaf Mountain before ascending In-Ko-Pah Gorge. The view is from eastbound Interstate 8, south of Sugarloaf Mountain.	Class C This view encompasses the western end of the Yuha Desert and portions of the surrounding Jacumba and Coyote Mountains. Also prominently visible is Sugarloaf Mountain and the complex structural form of the existing SWPL transmission line with its pronounced industrial character. The curvilinear form of Interstate 8 is also a prominent landscape feature. While the variety of prominent landforms create visual interest, the overall scenic quality of the desert basin landscape is compromised by the prominent presence of the steel-lattice transmission line with its industrial character.	High	Interim	III	To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be [no greater than] 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.	Low to Moderate This alternative would parallel the existing SWPL line to the west. Although the new structures would be the same design and height as the existing structures, the new structures would cause additional skylining as they cross Sugarloaf Mountain and ascend In-Ko-Pah Gorge. As a result, some additional view blockage of sky and mountains would occur when viewed from I-8. The new line would also slightly increase the structural complexity and industrial character visible from I-8. The resulting visual contrast would be weak to moderate for structural form and line.	Consistent The low to moderate level of change would meet the VRM Class III objective of a moderate (or lower) degree of visual change. While the new line would not repeat the basic elements of the existing natural features in the landscape (horizontal to angular landforms, irregular lines, and earth tone colors), it would repeat the characteristics of the existing SWPL line. And though the line would be visible, the additional structures would not dominate the view of the casual observer on I-8.	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Same	Measure V-3a (Project Design)

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INTERSTATE 8 ALTERNATIVE (cont'd)																	
VIEWPOINT		BLM - EXISTING VISUAL SETTING					BLM - VISUAL CONTRAST ANALYSIS				IMPACT SIGNIFICANCE						
Key Viewpoint (KVP)	Description	Scenic Quality Classification	Viewer Sensitivity	VRM Class			Level of Change <small>(See Appendix VR-3 Contrast Rating Worksheets)</small>	VRM Consistency	Before Mitigation	After Mitigation	Mitigation						
				Status	Rating	Management Objective											
KVP 48 South of Table Mountain ACEC on Old Highway 80 Figures E.1.3-6A / 6B	View to the northeast toward the existing SWPL transmission line as it passes just south of Table Mountain ACEC. The view is from eastbound Old Highway 80, northeast of Jacumba.	Not Available This view encompasses the southern end of the Jacumba Mountains and the complex structural form of the existing SWPL transmission line with its pronounced industrial character. The curvilinear form of Old Highway 80 is also a prominent landscape feature. The rugged landforms of boulder slopes and jagged ridges enhance visual variety and interest. However, the steel-lattice transmission line with its industrial character noticeably detracts from the otherwise natural appearing landscape.	High	Existing RMP <small>(Resource Management Plan)</small>	II	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.	Low to Moderate This alternative would parallel the existing SWPL line to the north. Although the new structures would be the same design and height as the existing structures, the new structures would exhibit some spatial variation and cause additional skylining as they cross the uneven terrain south of Table Mountain ACEC. As a result, some additional view blockage of sky and ridgelines would occur and the new line would slightly increase the visible structural complexity and industrial character. The resulting visual contrast would be weak to moderate for structural form and line.	Not Consistent The low to moderate level of change would not meet the VRM Class II objective of a low degree of visual change. Also, the irregularity of the additional line due to variation in terrain would likely attract the attention of the casual viewer. While the new line would repeat characteristics of the existing SWPL line, it would not repeat the basic elements of the existing natural features in the landscape.	BEFORE: Significant (Class I)	AFTER: Same	Measure V-3a <small>(Project Design)</small>						
VIEWPOINT		CPUC - EXISTING VISUAL SETTING							CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE			
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	After Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure									
KVP 49 Jacumba Figures E.1.3-7A / 7B	View to the north-northeast toward the existing SWPL transmission line as it passes just north of the community of Jacumba. The view is from Jacumba Street, just north of Calexico Avenue in Jacumba.	Low to Moderate Foreground rural residential neighborhood backdropped by a rugged, rocky ridge supporting the existing SWPL transmission line. Vegetation includes a variety of trees in the residential area, with short grasses and shrubs the predominant native vegetation.	High While local residents anticipate the presence of the existing SWPL line along the ridge to the north, the introduction of an additional line with a pronounced industrial character and additional view blockage of sky due to structure skylining, would be seen as an adverse visual change.	High	Foreground	Low	Extended	Moderate to High	Moderate to High	The I-8 Alternative would be built adjacent and slightly to the north of the existing SWPL line. The new line would appear similar in design and height to the existing line. Passing north of Jacumba, the I-8 Alternative would be partially screened by the ridgeline. However, additional view blockage of the background sky would occur (slight) and there would be a marginal increase in industrial character along the ridge.	Low to Moderate	Subordinate to Co-Dominant	Low	Low to Moderate	BEFORE: Adverse but Less Than Significant (Class III)	AFTER: Same (Impact Reduced)	Measures V-3 <small>(Project Design)</small>

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INTERSTATE 8 ALTERNATIVE (cont'd)

VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure								
KVP 50 I-8 Near La Posta Reservation Figures E.1.3-8A / 8B	View to the northwest, from westbound I-8, just east of La Posta Indian Reservation.	Moderate to High Foreground to middleground rugged, rolling foothills backdropped by the horizontal form of the Laguna Mountains. Although the curvilinear form of I-8 (an Eligible State Scenic Highway) is a prominent, built feature, the landscape to the north of the freeway appears relatively intact with few modifications. Views from the freeway are unobstructed and panoramic in scope.	High Travelers on this section of I-8 are afforded panoramic views of a rugged, mountainous landscape that is primarily natural in appearance. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (rugged hills and ridges) would be perceived as an adverse visual change in the landscape.	High	Foreground	High	Extended	High	High	This portion of the I-8 Alternative would be built adjacent and to the north of I-8, an Eligible State Scenic Highway. The transmission line would introduce prominent structures with substantial industrial character into a predominantly natural landscape absent similar features. The resulting visual contrast would be substantial. The openness of the terrain would allow extended sightlines to the structures, and substantial view blockage would also occur.	Moderate to High	Co-Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design)
VIEWPOINT		USFS - EXISTING VISUAL SETTING								USFS - VISUAL CHANGE		IMPACT SIGNIFICANCE				
Key Viewpoint (KVP)	Description	Existing Landscape Character	Desired Landscape Character	Scenic Integrity Objective (SIO)		Level of Change	SIO Consistency	Before Mitigation	Mitigation							
				Level	Description											
KVP 51 Eastbound I-8 in Cottonwood Valley Figures E.1.3-9A / 9B	View to the southeast toward the I-8 Alternative as it passes through the east side of Cottonwood Valley, from eastbound I-8, approximately 1.5 miles north of the Buckman Springs Road off-ramp.	This viewpoint captures a portion of the Morena Place, which is generally comprised of rolling terrain that also includes large valleys surrounded by steep mountains. Scenery is further characterized by steep, uniform, chaparral covered hills, interrupted by scattered oak covered drainages. It retains an open-space character with large expanses of undeveloped land. Views are also expansive.	The Morena Place is maintained as a natural appearing landscape that functions as one of the primary gateways to the deserts of the southwest and a natural appearing viewshed along the Interstate 8 corridor. Valued landscape attributes to be preserved over time include the rare and inviting streamside woodlands that provide scenic diversity in this chaparral-dominated landscape, and the natural appearance of areas that can be viewed from the I-8 corridor, the Sunrise Scenic Highway, and the Pacific Crest National Scenic Trail. Part of the management emphasis is to protect scenic values along the Interstate 8 corridor and the Pacific Crest National Scenic Trail.	High	Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character "appears" 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.	Moderate to High This alternative would introduce prominent built structures with substantial industrial character into a predominantly natural landscape absent similar features. The resulting visual contrast would be substantial. The openness of the terrain, large scale of the structures, and confined sightlines in Cottonwood Valley would allow foreground views of the transmission line (structures and conductors) from both I-8 and Buckman Springs Road. View blockage of the slopes to the east would also occur as would skylining at the southern end of the valley where the line ascends a gap in the ridge.	Not Consistent This alternative would not be consistent with Aesthetic Management Standard (AMS) S9 requiring activities to meet the applicable Scenic Integrity Objective (SIO). Specifically, the transmission line would not repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that it is not evident, as required by the applicable "High" Scenic Integrity Objective. Indeed, the structures would be quite prominent features in the landscape. Furthermore, the transmission line would not qualify for the exceptions of (1) a minor adjustment (one level reduction with approval) to the SIO, or (2) a temporary drop of more than one SIO not to exceed three years in duration, as required in AMS S10.	BEFORE: Significant (Class I) AFTER: Significant (Class I) (Reduced)	Measure V-3a (Project Design) Measure V-45a (Scenery Conservation Plan)							

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INTERSTATE 8 ALTERNATIVE (cont'd)																	
VIEWPOINT		USFS - EXISTING VISUAL SETTING					USFS - VISUAL CHANGE				IMPACT SIGNIFICANCE						
Key Viewpoint (KVP)	Description	Existing Landscape Character	Desired Landscape Character	Scenic Integrity Objective (SIO)		Level of Change	SIO Consistency	Before Mitigation	After Mitigation	Mitigation							
				Level	Description												
KVP 52 Westbound I-8 Span North of Cottonwood Valley Figures E.1.3-10A / 10B	View to the north-northwest toward the I-8 span, from westbound I-8, approximately 1.4 miles north of the Buckman Springs Road on-ramp.	This viewpoint captures a portion of the Morena Place, which is generally comprised of rolling terrain that also includes large valleys surrounded by steep mountains. Scenery is further characterized by steep, uniform, chaparral covered hills, interrupted by scattered oak covered drainages. It retains an open-space character with large expanses of undeveloped land. Views are also expansive.	The Morena Place is maintained as a natural appearing landscape that functions as one of the primary gateways to the deserts of the southwest and a natural appearing viewshed along the Interstate 8 corridor. Valued landscape attributes to be preserved over time include the rare and inviting streamside woodlands that provide scenic diversity in this chaparral-dominated landscape, and the natural appearance of areas that can be viewed from the I-8 corridor, the Sunrise Scenic Highway, and the Pacific Crest National Scenic Trail. Part of the management emphasis is to protect scenic values along the Interstate 8 corridor and the Pacific Crest National Scenic Trail.	High	Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character "appears" 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.	Moderate to High This segment of the alternative would introduce prominent built structures with substantial industrial character into a predominantly natural landscape absent similar features. The resulting visual contrast would be substantial. The openness of the terrain, large scale of the structures, and confined sightlines in the vicinity of the span of I-8 would allow foreground views of the transmission line (structures and conductors) from both directions of travel on I-8. View blockage of the adjacent slopes and sky (conductor span) would also occur. The transmission line would substantially reduce the integrity of the existing landscape.	Not Consistent This alternative would not be consistent with Aesthetic Management Standard S9 requiring activities to meet the applicable Scenic Integrity Objective (SIO). The transmission line would not repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that it is not evident, as required by the applicable "High" Scenic Integrity Objective. The structures and conductors at the span would be quite prominent. Furthermore, the transmission line would not qualify for the exceptions of (1) a minor adjustment (one level reduction with approval) to the SIO, or (2) a temporary drop of more than one SIO not to exceed three years in duration, as required in Aesthetic Management Standard S10.	BEFORE: Significant (Class I)	AFTER: Significant (Class I) (Reduced)	Measure V-3a (Project Design) Measure V-45a (Scenery Conservation Plan)							
VIEWPOINT		CPUC - EXISTING VISUAL SETTING							CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE			
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	After Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure									
KVP 53 Alpine Transition Structures Figures E.1.3-11A – 11C	View to the northwest, from westbound Alpine Road, just north of Peutz Valley Road.	Low to Moderate Foreground rural residential and transportation corridor landscape that is dominated by the low, horizontal linear forms of I-8 and Alpine Road. Rocky ridges bordering the corridor provide some visual variety. Also noticeable are roadside wood-pole utility lines and adjacent residential areas.	High Travelers on Alpine Road expect a predominantly rural residential to suburban landscape that, although contains the prominent, built linear feature of I-8, is generally absent prominent features with industrial character. Any addition of developed industrial features to the landscape or blockage of views to higher quality landscape features (surrounding hills and sky) would be perceived as an adverse visual change in the landscape.	High	Foreground	High (includes I-8)	Moderate	High	Moderate to High	The north transition structures, adjacent to Alpine Road, and the span of I-8 would be highly visible and would introduce substantial industrial character into a suburban rural landscape absent similar features. The resulting visual contrast would be substantial and view blockage of sky would also occur.	Moderate to High	Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class I)	AFTER: Significant (Class I) (Reduced)	Measure V-3a (Project Design) Measure V-66a (Structure Relocation)

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INTERSTATE 8 ALTERNATIVE (cont'd)																
VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure							After Mitigation	
KVP 54 El Monte County Park Figures E.1.3-12A / 12B	View to the northeast toward El Cajon Mountain, from El Monte County Park.	Moderate to High Foreground park landscape of grass, trees, and recreational facilities, backdropped by the massive form of El Cajon Mountain rising abruptly from the valley floor. Views of the Mountain are unobstructed and beyond the park boundaries, the landscape appears predominantly natural appearing.	High Visitors to the park expect to see a landscape with high aesthetic appeal, characterized by a mosaic of natural and managed vegetative forms and lands for recreational use, and dominated by the backdrop of El Cajon Mountain. Any intrusion of built structures with industrial character or blockage of views of El Cajon Mountain would be seen as an adverse visual change.	High	Foreground	Low to Moderate	Extended	Moderate to High	Moderate to High	This portion of the I-8 Alternative would pass immediately north of El Monte County Park at the base of El Cajon Mountain. The tubular steel pole structures would be noticeable though not prominent additions to the landscape. The new structures and conductors would also result in view blockage of the lower foothills.	Low to Moderate	Subordinate to Co-Dominant	Low to Moderate	Low to Moderate	BEFORE: Adverse but Less Than Significant (Class III) AFTER: Same	Measure V-3a (Project Design)
KVP 55 Moreno Boulevard Figures E.1.3-13A / 13B	View to the east-southeast, from Moreno Boulevard, just south of San Vicente Drive.	Moderate to High Foreground rural residential and equestrian landscape, backdropped by rugged, rocky hills that are predominantly natural appearing. Although there is a small wood-pole utility line on the ridge, it is difficult to discern. Also noticeable is the vertical, linear form of a communication tower. Views of the ridge are unobstructed.	High Local residents and travelers on Moreno Boulevard (and other local roads) expect to see a predominantly natural appearing hillside landscape. Any intrusion of built structures with industrial character or blockage of views of the ridge or sky would be seen as an adverse visual change.	High	Foreground	Low to Moderate	Extended	Moderate to High	Moderate to High	This portion of the I-8 Alternative would pass along the ridge immediately east of the community of Moreno. The tubular steel pole structures would be prominently visible to nearby residences and equestrians, particularly along the foothills at the base of the ridge. Skylining would exacerbate structure prominence and the facilities would introduce structural complexity and industrial character into the landscape.	Moderate	Subordinate to Co-Dominant	Moderate	Moderate	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design) Measure V-68a (Structure Relocation)

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WEST BUCKMAN SPRINGS OPTION									
VIEWPOINT		USFS - EXISTING VISUAL SETTING				USFS - VISUAL CHANGE		IMPACT SIGNIFICANCE	
Key Viewpoint (KVP)	Description	Existing Landscape Character	Desired Landscape Character	Scenic Integrity Objective (SIO)		Level of Change	SIO Consistency	Before Mitigation	Mitigation
				Level	Description			After Mitigation	
<p>KVP 56 Buckman Springs Road Figures E.1.3-14A – 14C</p>	<p>View to the north toward the Buckman Springs Alternative as it crosses the west side of Cottonwood Valley. This view is from northbound Buckman Springs Road, approximately 0.1 mile from the split to the I-8 access.</p>	<p>This viewpoint captures a portion of the Morena Place, which is generally comprised of rolling terrain that also includes large valleys surrounded by steep mountains. Scenery is further characterized by steep, uniform, chaparral covered hills, interrupted by scattered oak covered drainages. It retains an open-space character with large expanses of undeveloped land. Views are also expansive.</p>	<p>The Morena Place is maintained as a natural appearing landscape that functions as one of the primary gateways to the deserts of the southwest and a natural appearing viewshed along the Interstate 8 corridor. Valued landscape attributes to be preserved over time include the rare and inviting streamside woodlands that provide scenic diversity in this chaparral-dominated landscape, and the natural appearance of areas that can be viewed from the I-8 corridor, the Sunrise Scenic Highway, and the Pacific Crest National Scenic Trail. Part of the management emphasis is to protect scenic values along the Interstate 8 corridor and the Pacific Crest National Scenic Trail.</p>	High	<p>Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character “appears” 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.</p>	<p>Moderate to High This alternative would introduce prominent built structures with substantial industrial character into a predominantly natural landscape absent similar features. The resulting visual contrast would be substantial, reducing the integrity of the existing landscape. The openness of the terrain, large scale of the structures, and confined sightlines in Cottonwood Valley would allow foreground views of the transmission line from the high school, Buckman Springs Road, Bear Valley Road, Buckman Springs Rest Stop, Old Highway 80, and I-8. View blockage of the slopes to the west would also occur as would skylining at the northern end of the alternative where it would meet up with the I-8 Alternative.</p>	<p>Not Consistent This alternative would not be consistent with Aesthetic Management Standard S9 requiring activities to meet the applicable Scenic Integrity Objective (SIO). The transmission line would not repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that it is not evident, as required by the applicable “High” Scenic Integrity Objective. Indeed, the structures would be quite prominent features in the landscape. Furthermore, the transmission line would not qualify for the exceptions of (1) a minor adjustment (one level reduction with approval) to the SIO, or (2) a temporary drop of more than one SIO not to exceed three years in duration, as required in Aesthetic Management Standard S10.</p>	<p>BEFORE: Significant (Class I)</p> <p>AFTER: Significant (Class I) (Reduced)</p>	<p>Measure V-3a (Project Design)</p> <p>Measure V-45a (Scenery Conservation Plan)</p> <p>Measure V-69a (Reroute)</p>
BUCKMAN SPRINGS UNDERGROUND OPTION									
<p>KVP 57 Northbound I-8 On-ramp Cottonwood Valley Figures E.1.3-15A – 15B</p>	<p>View to the north-northeast toward the north transition structure in Cottonwood Valley. Viewed from the northbound I-8 on-ramp from Buckman Springs Road in Cottonwood Valley.</p>	<p>This viewpoint captures a portion of the Morena Place, which is generally comprised of rolling terrain that also includes large valleys surrounded by steep mountains. Scenery is further characterized by steep, uniform, chaparral covered hills, interrupted by scattered oak covered drainages. It retains an open-space character with large expanses of undeveloped land. Views are also expansive.</p>	<p>The Morena Place is maintained as a natural appearing landscape that functions as one of the primary gateways to the deserts of the southwest and a natural appearing viewshed along the Interstate 8 corridor. Valued landscape attributes to be preserved over time include the rare and inviting streamside woodlands that provide scenic diversity in this chaparral-dominated landscape, and the natural appearance of areas that can be viewed from the I-8 corridor, the Sunrise Scenic Highway, and the Pacific Crest National Scenic Trail. Part of the management emphasis is to protect scenic values along the Interstate 8 corridor and the Pacific Crest National Scenic Trail.</p>	High	<p>Appears Unaltered. High scenic integrity refers to landscapes where the valued landscape character “appears” 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.</p>	<p>Moderate to High This alternative would introduce prominent built structures with substantial industrial character into a predominantly natural landscape absent similar features. The resulting visual contrast would be substantial. The openness of the terrain, large scale of the structures, and confined sightlines in Cottonwood Valley would allow foreground views of the transmission line (transition structures, tangent structures, and conductors) from I-8 and Buckman Springs Rest Stop. View blockage of the slopes to the east would also occur. The transition structures and tangent structures and conductors would substantially reduce the integrity of the existing landscape.</p>	<p>Not Consistent This alternative would not be consistent with Aesthetic Management Standard S9 requiring activities to meet the applicable Scenic Integrity Objective (SIO). The transmission line would not repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that it is not evident, as required by the applicable “High” Scenic Integrity Objective. The structures would be prominent features in the landscape. Also, the transmission line would not qualify for the exceptions of (1) a minor adjustment (one level reduction with approval) to the SIO, or (2) a temporary drop of more than one SIO not to exceed three years in duration, as required in Aesthetic Management Standard S10.</p>	<p>BEFORE: Significant (Class I)</p> <p>AFTER: Significant (Class I) (Reduced)</p>	<p>Measure V-3a (Project Design)</p> <p>Measure V-45a (Scenery Conservation Plan)</p>

APPENDIX VR-18-1 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)
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VIEWPOINT		CPUC - EXISTING VISUAL SETTING								CPUC - VISUAL CHANGE					IMPACT SIGNIFICANCE	
Key Viewpoint (KVP)	Description	Visual Quality	Viewer Concern	Viewer Exposure					Overall Visual Sensitivity	Description of Visual Change	Visual Contrast	Project Dominance	View Blockage	Overall Visual Change	Before Mitigation	Mitigation
				Visibility	Distance Zone	Number of Viewers	Duration of View	Overall Viewer Exposure							After Mitigation	
CAMPO NORTH OPTION																
KVP 58 Eastbound Interstate 8 at Campo Reservation Figures E.1.3-16A / 16B	View to the east-northeast toward Tecate Ridge and the route of the Campo North Option, from eastbound I-8, approximately 0.7 mile east of Crestwood Road.	Moderate Foreground to middleground rolling, grass-and shrub-covered hills punctuated by groupings of oaks and backropped by the low rolling to angular form of Tecate Divide, which is lined by the prominent wind turbines. The dominant vertical forms of the wind turbines establish industrial character and compromise the coherence of a landscape that is predominantly rural in character.	High Travelers on this section of I-8 are afforded panoramic views of a predominantly rural landscape to the north and south of I-8. While the existing wind turbines to the north of I-8 and the Acorn Casino to the south of I-8 are prominent built features that would be anticipated by repeat travelers on I-8, the addition of industrial character or blockage of views to the hills and ridges north of I-8 would be perceived as an adverse visual change in the landscape.	High	Foreground	High	Extended	High	Moderate to High	This option would be built adjacent and to the north of I-8, between the freeway and the existing wind turbines along Tecate Ridge. The new structures would cause a noticeable increase in structure prominence and industrial character visible from I-8 and would be prominently visible within the primary cone of vision of both eastbound and westbound travelers on I-8.	Moderate to High	Co-Dominant	Moderate to High	Moderate to High	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design)
SOUTH BUCKMAN SPRINGS OPTION																
KVP 59 Cameron Truck Trail Figures E.1.3-17A / 17B	View to the southwest down Cameron Valley toward The Narrows and the route of the South Buckman Springs Option, from Cameron Truck Trail, just north of the route's span of Cameron Truck Trail.	Moderate to High Foreground to middleground pastoral landscape bordered by angular, rocky ridges and hills. The grass-covered valley floor is punctuated by groves of trees, particularly along drainage courses. Although a simple wood-pole utility line runs down the valley, and there are rural residences located along both sides of the road in the southern portion of the valley, the landscape is substantially natural in appearance. Views are open and unobstructed.	High Nearby residents and travelers on Cameron Truck Trail presently experience a rural landscape exhibiting a considerable variety of land and vegetative forms that maintain coherence and create a moderately high aesthetic appeal. There is no evidence of prominent structural forms 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.	High	Foreground	Low	Extended	Moderate to High	Moderate to High	This portion of the South Buckman Springs Option would pass through the pastoral, rural landscape of Cameron Valley. 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 valley, surrounding hills and ridges, and sky.	High	Co-Dominant	Moderate-to-High	Moderate to High	BEFORE: Significant (Class I) AFTER: Same	Measure V-3a (Project Design)