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4.1 AESTHETICS

Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.1 Introduction

This section of the PEA describes the existing conditions and potential project-related impacts related to aesthetics in the vicinity of the Proposed Project. The analysis concludes that less than significant impacts related to aesthetics will occur. The Proposed Project’s potential effects on this resource were evaluated using the significance criteria set forth in Appendix G of the CEQA Guidelines. The conclusions are summarized in the checklist above, and discussed in more detail in Section 4.1.6.

4.1.2 Regulatory Setting

4.1.2.1 Federal

Base Exterior Architecture Plan (BEAP)

MCB Pendleton’s BEAP discusses the aesthetics of military facilities. While the BEAP is not applicable to projects that are not initiated by MCB Camp Pendleton, it provides context on how MCB Pendleton considers the visual effects of projects on their land. The BEAP describes above-ground electrical distribution systems and the clutter of wires and poles as having a negative impact on the exterior environment. It also describes utility boxes as creating visual clutter. One of the main objectives of the BEAP is to screen imposing utilities, including all utility boxes, equipment, and substations. The document recommends screening of undesirable views in areas along roads where they are highly visible. Recommendation 11 in Section 4.3.B describes a screen wall with vegetation plantings between the screen and the road. Guideline 12.b in Section 3.14.B recommends providing right-of-way easements for above-grade utilities in streets, while Guideline 12.a recommends implementing a long range plan to relocate these facilities underground.

MCB Camp Pendleton Integrated Natural Resources Management Plan (INRMP)

In recognition of the fact that military lands contain significant natural resources, Congress enacted the Sikes Act in 1960 to address wildlife conservation and public access on military installations. The Sikes Act (16 U.S. Code Section 670-670f), as amended, requires the Secretary of Defense to carry out a program to provide for the conservation and rehabilitation of natural resources on military installations in cooperation with the U.S. Fish and Wildlife Service (USFWS) and state fish and wildlife agencies. The 1997 amendments to the Sikes Act require the Department of Defense to develop and implement an INRMP for each military installation with significant natural resources. INRMPs are prepared in cooperation with the USFWS and state fish and wildlife agencies, and reflect the mutual agreement of these parties concerning conservation, protection, and management of fish and wildlife resources on military lands.

The MCB Camp Pendleton INRMP (MCB Camp Pendleton 2012) is a planning document that guides the management and conservation of natural resources on MCB Camp Pendleton property. The INRMP was developed to ensure lands remain available and in good condition with “no net loss” to the military mission of MCB Camp Pendleton. The MCB Camp Pendleton INRMP was developed as an “umbrella” document that encompasses all elements of natural resources management applicable to MCB Camp Pendleton, including compliance with the terms and conditions of relevant USFWS Biological Opinions and ongoing stewardship activities. The INRMP does not specifically address visual or aesthetic resources.

Coastal Zone Management Act (CZMA)

The CZMA states that it is national policy to:

- (1) preserve, protect, develop, and where possible, to restore or enhance, the resources of the Nation's coastal zone for this and succeeding generations; and
- (2) encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone, giving full consideration to ecological values.

The southern portion of the Proposed Project, generally between the Interstate 5 (I-5)/Cristianitos Road interchange and San Onofre Nuclear Generating Station (SONGS) Mesa, is located within the boundaries of the federal coastal zone. However, as defined in Section 304 (1) of the CZMA, the coastal zone does not include “lands the use of which is by law subject solely to the discretion of or which is held in trust by the Federal government.” Nevertheless, for activities that may have an effect on coastal resources, the consistency provisions of the CZMA would apply, and therefore the Marine Corps is anticipated to prepare either a Consistency Determination or a Negative Determination for the Proposed Project and submit it to the California Coastal Commission (CCC) for concurrence. The standard for CCC's review would be the Chapter 3 policies of the California Coastal Act, as discussed below.

4.1.2.2 State*California Coastal Commission*

The CCC was established in 1972 by voter initiative via Proposition 20. The California Coastal Act of 1976 tasked the agency with protection of coastal resources. The state has permitting authority for construction projects within the state's 1,100 miles of shoreline through the issuance of coastal development permits, subject to the limits specified in CZMA Section 304 (1), as described above. The CCC assists local governments in implementing local coastal planning and regulatory powers. Under the

California Coastal Act, local governments are encouraged to adopt Local Coastal Programs (LCP). The LCP consists of a Land Use Plan with goals and regulatory policies as well as a set of Implementing Ordinances. The City of San Clemente is currently updating its LCP to be consistent with the Centennial General Plan. Sections of the California Coastal Act that are pertinent to aesthetics (i.e., Chapter 3, Article 6) are provided below:

Section 30251 Scenic and Visual Qualities

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253 Minimization of Adverse Impacts

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

State of California Scenic Highway Program

In 1963, the Scenic Highway Program was established to protect scenic highway corridors from changes that would diminish the aesthetic value of lands next to the highways. The state statutes 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. The California Department of Transportation (Caltrans) manages the State Scenic Highway Program. For a highway to be designated scenic, the government with jurisdiction over abutting land must adopt a “scenic corridor protection program” that limits development, outdoor advertising, and earthmoving, and Caltrans must agree that it meets the criteria for scenic highways. There are no officially designated scenic highways in the vicinity of the Proposed Project. I-5, which runs generally parallel with the segment of the Proposed Project between Basilone Substation and SONGS Mesa, is an Eligible State Scenic Highway, but has not been officially designated as such.

California Department of Parks and Recreation

The San Onofre State Beach General Development Plan states that coastal cliffs and beaches have great scenic appeal, but that there are few interior areas that offer scenic resources of statewide significance. The following areas near the Proposed Project are listed as having scenic value:

- The coastal bluffs and the beach area are classified as areas of prime scenic quality.

- The pond area in the southeast corner of the inland portion and the freshwater lagoon west of the I-5 (not included in the lease) exhibit high scenic qualities as viewed from the highway.
- The Upper Cristianitos Creek, which contains a number of biotic communities with a diversified plant and animal population, has scenic value, as well as agricultural open space, which provides a scenic element which is becoming increasingly rare in the coastal zone. These areas are no longer part of the State Parks Lease Area.

The Proposed Project is not located in or near the coastal bluffs or pond area described above. While the Proposed Project will cross the former agricultural fields and Cristianitos Creek, the visual effect in both areas will be limited to stringing conductor to an existing lattice tower structure that already supports existing conductor. Furthermore, these two elements of the San Onofre State Beach General Development Plan are no longer contained within the State Parks Lease Area. Instead, these areas are within the boundaries of MCB Camp Pendleton and are not subject to the General Development Plan.

4.1.2.3 Local

As provided in CPUC General Order 131-D, the CPUC preempts local discretionary authority over the location and construction of electrical utility facilities. The following discussion of relevant local land use plans and policies that pertain to aesthetics is provided below for informational purposes.

City of San Clemente

The City of San Clemente Centennial General Plan (City of San Clemente 2014) is the comprehensive planning document for the City of San Clemente. The following policy from the General Plan Natural Resources Element is applicable to projects in San Clemente:

Goal: Preserve natural aesthetic resources of the City, including coastal bluffs, beaches, visually significant ridgelines, coastal canyons and significant public view corridors.

The following policies are applicable to projects in the City of San Clemente:

NR-2.01. Hillside Development and Ridgeline Protection. Require that development in hillside areas comply with the Hillside Development Ordinance.

NR-2.06. Parks and Trails. Locate and design parks and trails to take advantage of ocean, canyon and hillside views.

NR-2.09. Public View Corridors. The City will preserve and improve the view corridors, as designated in Figures NR-1 and NR-2 and encourage other agencies with jurisdiction to do so. Specifically, in its capital improvement programs and discretionary approvals, the City will seek to ensure that:

- Development projects shall require a view analysis to ensure they do not negatively impact a public view corridor.
- Utilities, traffic signals, and public and private signs and lights shall not obstruct or clutter views, consistent with safety needs.
- Where important vistas of distant landscape features occur along streets, street trees shall be selected and planted so as to facilitate viewing of the distant features.

4.1.3 Existing Conditions

4.1.3.1 Existing Setting

Regional Setting

The Proposed Project area is situated in southern California, within mountain ranges that generally run north to south. The landscape's geography includes the Peninsular Ranges to the east, a group of mountain ranges running approximately north-south and stretching from Los Angeles south into Baja Mexico with peaks over 10,000 feet. Landforms include the Santa Ana Mountains to the north and lower ranges of hills that slope directly to the coastline. Creeks running south to the Pacific Ocean provide more level valley areas, where development tends to occur. Elevations along the Proposed Project route range from 130 feet to 750 feet above sea level.

Local Setting

Along much of the Proposed Project alignment, native vegetation has been replaced with landscaping at residential and other developments. The entire route for the Proposed Project currently has existing electric transmission, power, and distribution facilities that are either collocated with the Proposed Project alignment, or visibly situated nearby. Existing transmission line, power line, and distribution components in the Proposed Project area include substation facilities, steel lattice towers, steel pole structures, wood pole structures, and overhead power lines. TL 695 and TL 6971 are located within areas currently devoted to electric utilities, and there are between three and six other transmission, power, and/or distribution lines running parallel to the Proposed Project in the northern portion of the alignment.

The northern portion of the Proposed Project, which corresponds to a portion of the TL 695 steel pole line described in Section 3.5.2, Pole Structures by Segment, runs between the Talega Substation and San Mateo Junction, and is located within an area currently devoted to electric utilities that crosses rugged and hilly terrain. Situated primarily in MCB Camp Pendleton, this segment of the Proposed Project passes through the State Parks Lease Area, which includes the northern portion of the San Onofre State Beach. Adjacent land uses in this area include utility maintenance access roads and recreational trails. The majority of adjacent land is undeveloped and includes many areas of dense vegetation.

The southwestern portion of the Proposed Project runs southward from the San Mateo Staging Yard and then turns to the east before terminating at the Basilone Substation. This segment is also referred to as the "power line removal segment," because work in this area will involve removing existing conductor and cutting down the tops of the pole structures above the existing distribution or communication line. Certain pole structures in this segment are located outside of the MCB Camp Pendleton boundary on land in the City of San Clemente. This segment is also situated within an area currently devoted to electric utilities. Surrounding land uses include residences, a golf course, paved and unpaved roads, commercial development, a campground, recreational trails, and undeveloped land.

The southeastern segment includes 138 kilovolt steel lattice towers and runs from San Mateo Junction to SONGS Mesa within MCB Camp Pendleton. This segment is located within an area currently devoted to electric utilities, and passes through areas of MCB Camp Pendleton that are designated for military training, including the Sierra Training Area. Surrounding land uses include military family housing, paved and unpaved access roads, and undeveloped land.

The southern portion consists of the TL 695 and TL 6971 double circuit steel pole line running from the Basilone Substation to SONGS Mesa, and the single circuit TL 6971 steel pole line, running along the perimeter of SONGS Mesa before heading to its terminus at Japanese Mesa Substation. As with the other

segments, the southern segment is located within an area currently devoted to electric utilities. This segment traverses MCB Camp Pendleton military training areas and a Southern California Edison easement. Surrounding land uses include SONGS Mesa, the Japanese Mesa and Basilone Substations, paved and unpaved roads, a paved parking lot, and undeveloped land.

The location of the Proposed Project segments described above can be seen in Figure 4.1-1, Visual Characterization Viewpoints and Key Observation Points. This figure also presents the location and orientation of photos taken to characterize the visual environment, and the Key Observation Points (KOPs) which were selected to perform visual simulations. Refer to Section 4.1.6.1, Methodology for additional details.

Appendix 4.1-A, Visual Characterization Photographs includes a set of 32 photographs displaying views of the Proposed Project alignment and the surrounding area, organized by location from the northern terminus of the Proposed Project to the southern terminus, at Japanese Mesa Substation. These photographs document representative existing visual conditions and the character of the Proposed Project area. Existing views were photographed predominantly from existing roads and recreational trails, as viewer groups on these facilities are expected to have the most exposure and sensitivity to proposed changes to the visual environment. As shown in Appendix 4.1-A, the existing power line alignment is evident in either the background or the middle ground in most of the visual characterization photos. However, existing electric facilities can be seen in the foreground of viewpoints 3, 8, 9, 11, 13, 15-19, 22, 23, 27, 30 and 32.

With respect to visual quality, the natural landscapes of the Proposed Project are considered to be representative of this surrounding region. Similarly, the visual characteristics of the built environment, including the existing utility corridors and other developed land in the Proposed Project area are characteristic of MCB Camp Pendleton and portions of the City of San Clemente. Because existing infrastructure, including roads and electric facilities, are visible or prominent in all viewpoints, the existing visual quality in the Proposed Project area is characterized as low or moderate.

4.1.4 Applicant Proposed Measures

The Proposed Project will not have significant impacts to aesthetics; therefore, no APMs are proposed.

4.1.5 Potential Impacts

The Proposed Project includes reconductoring, removal of existing wood pole structures, and installation of steel pole structures for the existing TL 695 and TL 6971 power lines. The operation and maintenance activities required for the power lines will not change from those currently required for the existing system; thus, no additional operation-related impacts related to aesthetics will occur. Furthermore, maintenance will decrease slightly due to the removal of wood pole structures and the installation of steel pole structures. Therefore, the impact analysis is focused on construction activities that are required to install the new conductor, remove the existing wood pole structures, install new steel pole structures, and establish required access and temporary work areas, as described in Chapter 3.0, Proposed Project Description.

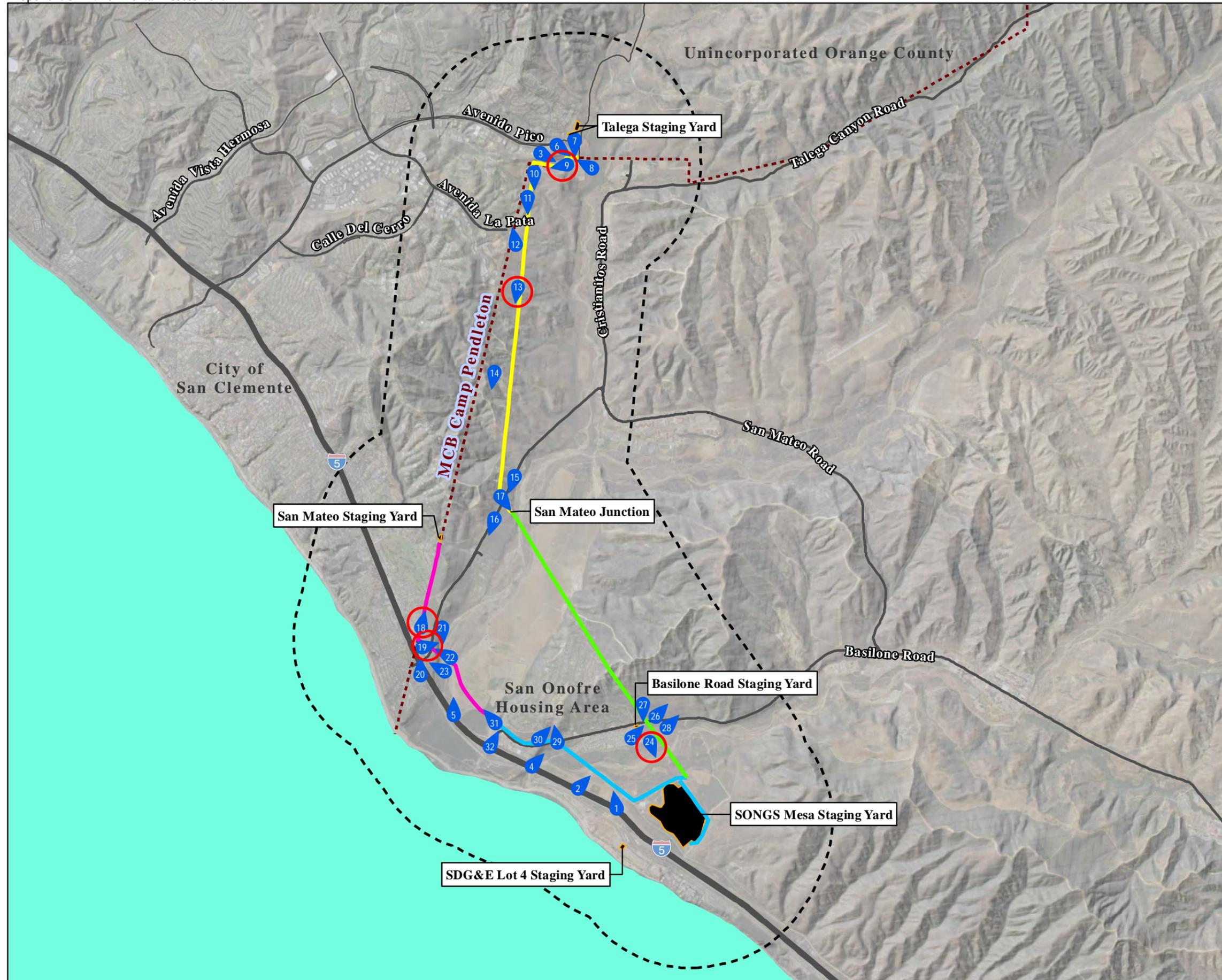
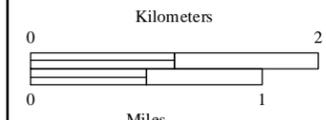


Figure 4.1-1
Visual Characterization Viewpoints and
Key Observation Points

LEGEND

- - - MCB Camp Pendleton Boundary
- Visual Characterization Photo Location
- Key Observation Point
- Northern Portion
- Southeastern Portion
- Southern Portion
- Southwestern Portion
- 1-Mile Buffer
- Staging Yard



Source: ESRI 2015



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4.1.5.1 Methodology

Assessment of the Existing Visual Environment

Field studies were conducted in April, May, and July 2015 to document the visual conditions of the Proposed Project area, including landscape character, visual quality, and visual sensitivity. Existing conditions in the Proposed Project area were photographed from selected viewpoints from which the Proposed Project will be visible to both public and private viewers. From these characterization photographs, a range of potential KOPs was initially identified and photographed from the following types of sensitive viewing locations:

- Near recreational trails in San Onofre State Beach;
- Along public roads in the City of San Clemente;
- Along I-5; and
- Along roadways within MCB Camp Pendleton.

The five KOPs (Table 4.1-1) were selected for detailed analysis based on their representation of typical views from recreational areas and publicly accessible areas. Planning documents reviewed for the regulatory framework for visual resources are described in Section 4.1.2, Regulatory Setting.

Table 4.1-1. Key Observation Points

KOP	Location	Primary Affected User Group(s)
Viewpoint 9	West of the Talega Substation, facing north	Recreational trail users
Viewpoint 13	Northern portion of the Proposed Project, facing south	Recreational trail users
Viewpoint 18	Southwestern portion of the Proposed Project, facing north	Local drivers
Viewpoint 19	Southwestern portion of the Proposed Project, facing east	Local drivers
Viewpoint 24	Northeastern portion of the Proposed Project, facing southeast	Local military drivers

Visual Sensitivity

The visual sensitivity of the Proposed Project area is described according to the Proposed Project viewshed characteristics, viewer groups, and related KOPs. The Proposed Project viewshed is defined as the general area from which the Proposed Project will be visible. For the purpose of the Proposed Project's visual analysis, the primary focus area is the foreground distance zone (within 0.5 mile), where visual details are apparent, and from the middle ground distance zone (up to 3 to 5 miles away) where the Proposed Project's changes to the pole structure heights and materials could be potentially noticeable. For reference, it should be noted that visual details generally become apparent to the viewer when they are seen in the foreground, at distances of 0.25 to 0.5 mile or less. At distances greater than 0.5 miles, the Proposed Project will be less visible. Throughout the Proposed Project area, intervening landforms will screen some views of the Proposed Project. Given the location of the viewing locations, viewer groups consist of freeway drivers, local civilian and military drivers, and recreational trail users. Some parts of the Proposed Project will be visible to residences (both civilian and military) but those views were not selected as key views since they were not representative of project impacts. These views, from both types of residences, will not experience a distinct change in their viewscape due to either distance and/or the presence of numerous existing structures along the Proposed Project alignment.

The visual analysis is based on review of technical data including Proposed Project maps and drawings, aerial and ground level photographs of the Proposed Project area, local planning documents, and computer-generated visual simulations. Field observations were conducted in April, May, and July 2015 to document existing visual conditions in the Proposed Project area and to identify potentially affected sensitive viewing locations.

Visual Impact Analysis Procedures

The analysis of potential visual effects associated with the Proposed Project is based on site reconnaissance and review of technical data, including maps, computer-aided design and drafting drawings of proposed structures, and specifications for the structures. The analysis is also based on a review of aerial and ground-level photographs of the Proposed Project area, local planning documents, and computer-generated visual simulations that show the Proposed Project's appearance once construction is complete. The analysis conducted for the Proposed Project uses assessment methods based on those employed by the U.S. Department of Transportation Federal Highway Administration and the U.S. Bureau of Land Management. This analysis also follows the CEQA Guidelines for visual impact analysis.

This analysis evaluates representative public views from which the Proposed Project will be visible. Key terminology used in the analysis includes the following:

- Background: Views at a distance beyond 3 to 5 miles.
- Foreground: Views at a distance between the viewer and 0.25 to 0.5 mile.
- KOP: A viewpoint that offers critical or representative views of the Proposed Project.
- Middle ground: Views at a distance between 0.5 mile and 3 to 5 miles.
- Proposed Project area: For visual assessment purposes, the area defined by on-site and surrounding landscapes that will be affected by the components of the Proposed Project.
- Unity: The degree to which visual resources in a landscape join together to form a coherent, harmonious visual pattern.
- Value: Relative darkness or lightness of a color.
- View: A scene observed from a given vantage point.
- Viewer group: A class of viewers differentiated by its activity, awareness, and response.
- Viewer sensitivity: The viewer's variable receptivity to the elements being viewed, as affected by viewer's activity and awareness.
- Viewshed: All surface areas visible from a particular location or viewpoint.
- Visual character: The character of a landscape formed by the order of the patterns composing it, including form, line, color and texture. The relationships between these patterns can be described in terms of dominance, diversity, continuity, as well as other characteristics.
- Visual contrast: The degree of change in line, form, color, and texture brought about by the Proposed Project, when compared to the existing setting and power line facility. Visual contrasts are estimated as weak, moderate or strong, and consider changes to structures, conductors, hardware and other Proposed Project elements.

- Visual corridor: A continuous succession of visually and spatially distinct experiences.
- Visual impact: The degree of change in the landscape and the viewer's response to the change.
- Visual quality: The characterization of a landscape, as defined by vividness, intactness, and unity.
- Vividness: The memorability of the impression received from contrasting landscape elements as they combine to form a striking or distinctive visual pattern.

High-resolution photographs were taken using a Nikon D200 digital single-lens reflex camera with a Nikon DX 18-135 millimeter (mm) lens adjusted to an equivalent focal length of 50 mm on a traditional film camera, which represents a horizontal viewing angle of approximately 40 degrees. Photographs were taken over five days during midday hours when the sun was overhead. Weather conditions were sunny and hazy with limited cloud coverage on the first day, and sunny and clear on the subsequent days.

Visual Simulations

To document the visual changes that will occur, five visual simulations of the Proposed Project were prepared from KOPs. KOPs were chosen to illustrate the range of viewer types and viewing conditions that will be affected. Visual simulations were produced using computer modeling and rendering techniques, which incorporate the photographs taken from the KOPs. A three-dimensional (3D) computer model was developed using 3D-rendering software and engineering design data provided by SDG&E. A digital elevation model was created to overlay on the photographs. The KOP photographs were incorporated into the computer model based on the Global Positioning System points collected during the field visit. The new 3D structures were incorporated into the model, and horizontal and vertical locations were verified by checking their location relative to existing objects in the photographs, including the existing pole structures.

In the 3D model, shadows were simulated based on the angle of the sun; and the color and texture of the galvanized steel was incorporated to simulate the color and glare of the new pole structures. Eye level was assumed to be 5.5 feet above ground level.

The visual simulations are presented as “before” and “after” images from each of the KOPs. Existing views and computer-generated visual simulations of the Proposed Project were formatted and produced in color on 8.5- by 11-inch sheets. The photographs are intended to be viewed from a distance of 12 to 18 inches in order to gain an optimal impression of the Proposed Project's scale in relationship to the surrounding landscape. The impact assessment specifically considered the changes in structure design, height, material, and hardware that the Proposed Project will cause from each of the five KOPs. The simulations are provided in Appendix 4.1-B, Visual Simulations.

4.1.5.2 Significance Criteria

According to Section 15002(g) of the CEQA Guidelines, “a significant effect on the environment is defined as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project.” As stated in Section 15064(b) of the CEQA Guidelines, the significance of an activity may vary with the setting. The potential significance of project-related impacts on aesthetics were evaluated for each of the criteria listed in the checklist above, as discussed below.

a) Would the project have a substantial adverse effect on a scenic vista? Less than Significant

For the purpose of this evaluation, a scenic vista is defined as a distant public view along or through an opening or corridor that is recognized and valued for its scenic quality. No state designated scenic vistas or overlooks are located within the Proposed Project area. Local vistas and corridors designated by the City of San Clemente include several recognized view corridors, as shown in Figure NR-1 of the Natural Resources Element of the Centennial General Plan. Specifically, two major view corridors are located on Avenida la Pata facing in a northeasterly direction. Given the location and orientation of these view corridors, and considering the distance and intervening terrain between the view corridors and the Proposed Project, the viewer exposure at these locations will be minor. Therefore, the impact will be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact

There are no state scenic highways designated within the area. Therefore, the Proposed Project will not damage scenic resources within a designated state scenic highway, and no impact will occur.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings? Less than Significant

Construction-related visual impacts will result from the presence of equipment, materials, and work crews along the power line alignment, as well as temporary staging yards and stringing sites. To varying degrees, construction activity will be noticeable to local residents, motorists, and park and trail users. Construction activities will take place over an approximately nine month period, but this will be considerably shorter in duration at individual locations along the alignment. Construction of the Proposed Project will require trimming of existing vegetation around work areas. Impacts related to construction activities will be of short duration in any given location. Therefore, there will be a less than significant impact.

The visual simulations show the changes in views associated with the Proposed Project from five viewpoints. The following discussion evaluates potential visual impacts associated with these changes.

Viewpoint 9

This view represents the view of recreational trail users in San Onofre State Beach. Two wood pole structures will be removed and two dull galvanized steel pole structures will be installed. The height of the new pole near the center of the KOP will be reduced slightly as compared to the height of the existing pole structure. The new pole structure on the right of the image would be increased slightly (by less than one percent), as compared to existing conditions. The visual simulation shows that the height and material of the new pole structures result in a weak visual contrast and a minor incremental change when compared to the existing structures and landscape character. The most visually evident change is associated with placing the conductor higher on the pole structures than is currently the case. Visual contrasts associated with changes to the lines may range from weak to moderate. The visual character and quality of the viewshed will remain similar to the existing setting with an incremental change, and the visual impact in this area will be less than significant.

Viewpoint 13

This location is near the middle of the northern portion of the Proposed Project. Taken from an access road, Viewpoint 13 captures the views of recreational trail users who may be drawn from the local community and/or people from outside the local area (e.g., people vacationing at the San Mateo Campground or other elements of the San Onofre State Beach). The proposed H-frame structure shown will be approximately 33 percent higher than the existing wood structure. The visual changes from Viewpoint 13 will be viewed against natural and man-made landscape elements, which will blend with and backscreen the Proposed Project structures and lines. Consequently, from this vantage point, the increase in pole structure heights and changes in materials and height of conductor will blend in against the existing backdrop. As such, the impact to the visual character will be less than significant.

Viewpoints 18 and 19

These two viewpoints are situated in the southwestern corner of the southwestern portion of the Proposed Project (i.e., the power line removal segment). Viewpoint 18 looks north from the parking lot near the northwestern corner of the I-5/Cristianitos Road interchange, while Viewpoint 19 faces to the east from the same parking lot. The viewer group for both viewpoints is local drivers. As shown in both simulations, the Proposed Project will remove 69 kilovolt conductor from existing pole structures, and cut down the top part of the structure, above the existing distribution lines, or above existing communication lines. The height of existing pole structures in this area will be reduced by between 10 and 25 percent. Because the Proposed Project's only effect on the visual environment at KOP 18 would be a reduction in the height of existing pole structures, there will be no adverse impact. At KOP 19, one new stub pole structure will be added and is visible in the middle ground in the visual simulation in Appendix 4.1-B. This new pole structure will be approximately 15 percent lower than the nearest pole structure after it is topped. Given that existing pole structures will be reduced in height and that the new pole structure will be lower than the nearest existing pole structure after it is topped, the impact at KOP 19 will be less than significant.

Viewpoint 24

This simulation shows the change in view from Viewpoint 24, which represents a view from Basiline Road within the northeastern portion of the Proposed Project. Local military drivers will see this view, which involves the stringing of new conductor onto the position of existing lattice tower structures. There are three positions on the right side of the lattice tower, and the power line may be strung along any one of the three positions. Because the specific position has not yet been determined, the simulation shows conductor in all three positions to present each of the potential impacts. At Viewpoint 24, which faces in the southeasterly direction, the change to the visual environment will be virtually indistinguishable from existing conditions. This is because the new conductor blends effectively with the pole structures and conductor in the background. Given this relatively minor change, the impact will be less than significant.

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Less than Significant

Most construction will take place during daylight hours; however, on occasion, construction activities may be required at night to minimize schedule impacts. These activities will require temporary lighting for safety. Lighting will consist of floodlights powered by a portable generator. The floodlights will be directed onto the work areas only and away from adjacent land uses. However, construction during evening hours will be limited, and any potential impacts will be temporary and of short duration. As a result, impacts will be less than significant.

No new permanent lighting is required for the Proposed Project. To minimize potential glare, dull galvanized steel will be used, which minimizes reflection and glare associated with the new steel structures. Potential glare from the new conductor installed on a portion of the power line will be similar to what currently exists within the Proposed Project area under existing conditions. Because power line facilities already exist in the area and the use of non-reflective finishes will reduce glare from new facilities, there will be no impact.

4.1.6 References

MCB Camp Pendleton. 2012. Integrated Natural Resources Management Plan. March 2012.