4.1 Aesthetics

This section describes the existing aesthetic resources in the area of the Proposed Project. The potential impacts are also discussed.

Project components that do not involve modifications/changes that would be visible to the public/residential viewers were not assessed. These components include installation of upgraded relay systems and equipment at the Newhall, Chatsworth, and San Fernando Substations.

4.1.1 Existing Aesthetics Setting

4.1.1.1 Existing Visual Character Surrounding the Proposed Project Area

As discussed in Chapter 3.0, Project Description, the Proposed Project includes the removal of existing gas-driven turbines, including the following components: construction of a proposed Central Compressor Station and installation of three new VFD motors; the proposed relocation of existing on-site office trailers and guard house; and construction of the proposed plant power line (PPL), within the Storage Field property. In addition, the Proposed Project includes modifying two existing SCE 66 kV sub-transmission lines, constructing a proposed SCE Natural Substation, and upgrading three off-site existing SCE substations to accommodate the Proposed Project.

Project components that will be led by SoCalGas include the proposed Central Compressor Station, the proposed PPL, and the proposed relocation of office trailers; these components are located within SoCalGas's privately owned land (the Storage Field) and entirely within the unincorporated Los Angeles County lands. The proposed guard house relocation is located within the Storage Field property, within the city of Los Angeles. Project components that will be constructed by SCE include the proposed modification of two existing SCE 66 kV sub-transmission lines, located primarily within unincorporated Los Angeles County lands, with small portions within Newhall (a community within the city of Santa Clarita), and Sylmar (a community within the city of Los Angeles); the proposed on-site SCE Natural Substation, located in the county of Los Angeles; and modifications to the San Fernando Substation, located in the city of Los Angeles. The northernmost point of O'Melveny Park is the only public vantage point from which new facilities constructed within the Storage Field will be visible. The proposed SCE 66 kV sub-transmission modification will be visible from Santa Clarita Woodlands Park (including Ed Davis Park in Townley Canyon, and East & Rice Canyon), Michael D. Antonovich Open Space, and O'Melveny Park. The proposed modification at the SCE San Fernando Substation will be visible from public locations, including Brand Park and Mission San Fernando Rey de España, a national historic landmark. Land uses within the area of the Proposed Project consist of natural gas storage, residential, agricultural, recreational, open space, and waste storage. The overall region is characterized by canyons, hills, and mountain ranges, which provide an open space greenbelt around the perimeter of the Santa Clarita Valley (City of Santa Clarita, 2008).

The Santa Susana Mountains and San Gabriel Mountains are the two dominant features in the vicinity of the Proposed Project. These two ranges are separated by the I-5 Freeway in the Newhall Pass area, with the Santa Susana Mountains located to the west and the San Gabriel Mountains to the east of the I-5. The Santa Susana Mountains are an east-west running ("transverse") range with portions in both Ventura and Los Angeles Counties. Oat Mountain is the highest point of elevation at 3,747 feet. The San

Gabriel Mountains are also a transverse range and divide the Greater Los Angeles area from the Mojave Desert to the north.

4.1.1.2 Existing Light and Glare

Existing sources of nighttime light in the area are primarily from the I-5 Freeway, and from residential, commercial, and business areas within the cities of Santa Clarita and Los Angeles.

4.1.1.3 Sensitive Viewer Groups

Sensitive viewer groups are generally persons located in public areas such as recreational areas (i.e., hiking trails, bicycle trails), parks, historical/cultural sites, vehicles on scenic highways or routes, and in non-public residential properties. Several sensitive public viewer groups include users of Santa Clarita Woodlands Park (including Ed Davis Park in Towsley Canyon, and East & Rice Canyon), the Michael D. Antonovich (MDA) Open Space Preserve, O'Melveny Park, visitors to the Mission San Fernando Rey de España, existing residents along Wiley Canyon Road in Newhall, existing residents at The Old Road Mobile Home Park, and existing residents north of Sesnon Boulevard and east of Limekiln Canyon in Porter Ranch (a community within the city of Los Angeles).

4.1.1.4 Applicable Local Plans/Policies

Note, Article XII, section 8, of the California Constitution states, "[a] city, county, or other public body may not regulate matters over which the Legislature grants regulatory power to the [Public Utilities] Commission." The Public Utilities Code authorizes the CPUC to "do all things, whether specifically designated in this act or in addition thereto, which are necessary and convenient in the exercise of such power and jurisdiction." Cal. Pub. Util. Code §701. Other Public Utilities Code provisions generally authorize the CPUC to modify facilities, to secure adequate service or facilities, and to operate so as to promote health and safety. Thus, under the California Constitution and Public Utilities Code, the CPUC has broad authority to preempt local regulation of public utilities, particularly when a local government attempts to unduly burden a public utility use or operations. Cities and Counties cannot impose regulations that place significant burdens on utility operations. In addition, in the context of electric utility projects, CPUC G.O. 131-D, Section XIV B States that "Local jurisdictions acting pursuant to local authority are preempted from regulating electric power line projects, distribution lines, substations, or electric facilities constructed by public utilities subject to the Commission's jurisdiction. However in locating such projects, the public utilities shall consult with local agencies regarding land use matters." Consequently, public utilities are directed to consult local regulations and consult with local agencies, but the county and city regulations regarding aesthetics are not anticipated to apply to the Proposed Project.

County of Los Angeles General Plan

The original Los Angeles County General Plan was adopted in 1980 and has governed land use in unincorporated Los Angeles County for nearly 30 years (Los Angeles County 2008). Proposed revisions to the General Plan were released in 2008 and are currently pending adoption.

The following policy from the Conservation, Open Space and Recreation Element of the existing adopted General Plan is applicable to portions of the route of the proposed SCE 66 kV sub-transmission modification, that traverse unincorporated Los Angeles County areas:

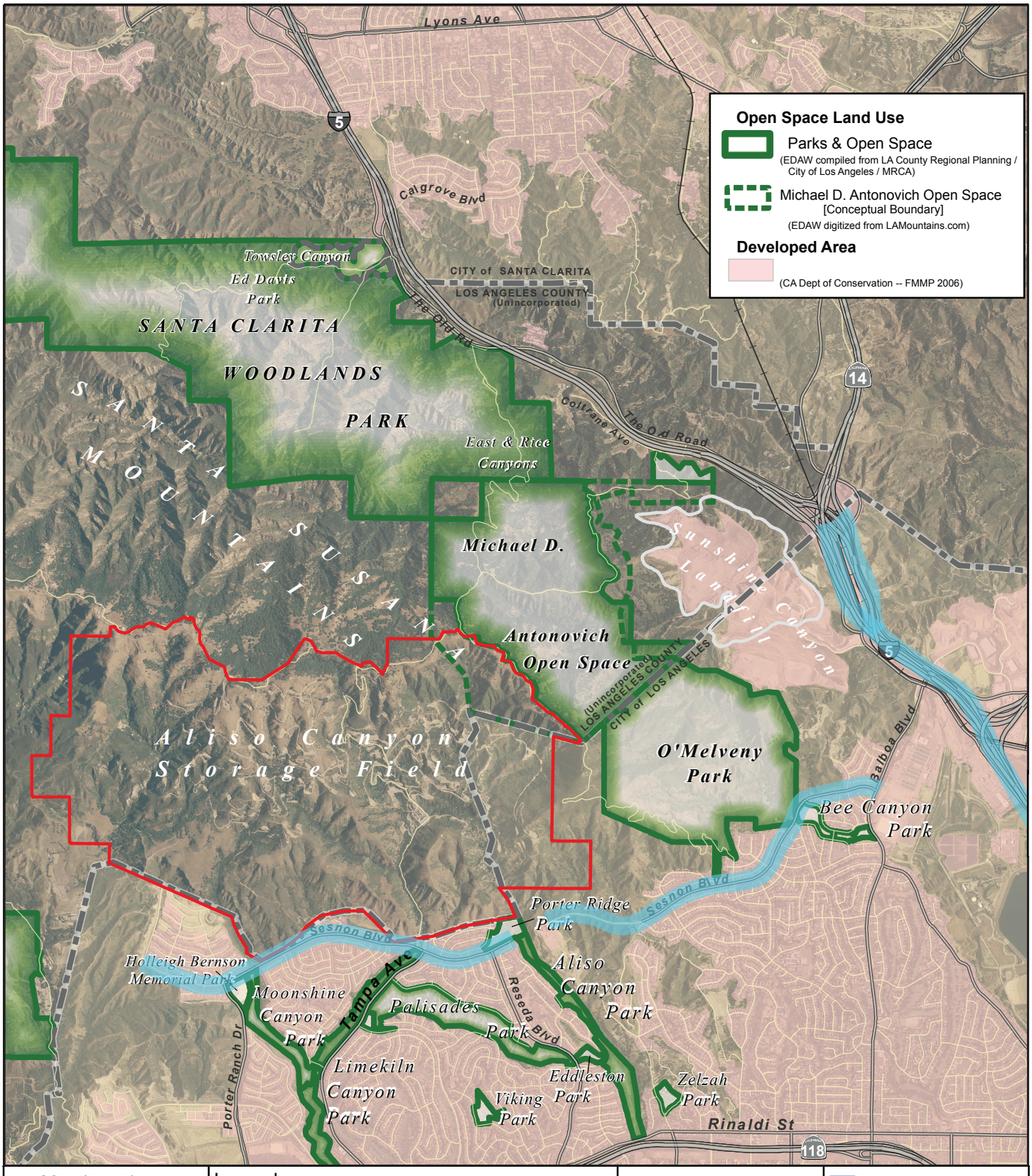
> Policy 16: Protect the visual quality of scenic areas including ridgelines and scenic views from public roads, trails and key vantage points.

City of Los Angeles General Plan

The city of Los Angeles General Plan was most recently re-adopted in 2001. Chapter 6, Open Space and Conservation of the Citywide General Plan Framework Element, discusses the benefits of natural open space. The following policy would be applicable to portions of the Proposed Project route that traverse the city of Los Angeles lands:

> Policy 6.1.2 (c): Coordinate City operation and development policies for the protection and conservation of open space resources by preserving natural view sheds, whenever possible, in hillside and coastal areas.

The Transportation Element of the City's General Plan designates Sesnon Boulevard and the I-5 Freeway (from the I-210 north to the City/County Line) as scenic highways. Figure 4.1-1 shows locally designated scenic highways in the vicinity of the project site.



Map Location

Legend

City of Los Angeles Designated Scenic Highways

Aliso Canyon Storage Field

Transportation Network (NavTeq 2006 / EDAW updates 2009)

Highways and Main Roads

Streets and Fire Roads

1 inch = 4,500 feet

0 4,000 8,000 Feet

N W E S

Aliso Canyon PEA

Figure 4.1-1
Locally Designated Scenic Highways

Southern California Gas Company A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

The following policies from the Transportation Element would be applicable to portions of the route of the proposed SCE 66 kV sub-transmission modification, which traverse, or are visible from, the city of Los Angeles lands:

> Policy 11.2: Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this Transportation Element.
>
> Policy 11.3: Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans.

City of Santa Clarita General Plan

The General Plan, adopted on June 26, 1991, provides the framework for development in Santa Clarita. The Community Design Element of the General Plan discusses the visually and aesthetically important resources to the city of Santa Clarita. Specifically, significant ridgelines are identified as features that require protection. The Community Design Element also discusses the many transportation corridors through the Santa Clarita Valley as also serving as view corridors, in which the I-5 Freeway is identified as offering scenic vistas. The following policies are applicable to the portions of the Proposed Project route that traverse the city of Santa Clarita:

> Policy 5.1: Retain designated landforms, such as ridgelines, natural drainage ways, streams, rivers, valleys, and significant vegetation, especially where these features contribute to the overall community identity.
>
> Policy 5.3: Where possible, incorporate attractive natural amenities, such as rock outcroppings, vegetation, streams, and drainage areas, into the development of future projects to protect the environment and provide landscape opportunities, visual interest, scale and/or recreational opportunities.

4.1.1.5 Methodology Related to Aesthetics

View point locations providing views of the proposed SCE 66 kV sub-transmission modification, the Aliso Canyon Gas Storage Field, and San Fernando Substation were selected as representative views associated with sensitive viewer groups or within protected viewshed areas. A total of ten view point locations were used to provide a variety of perspectives and angles to assess the visual effects of the Proposed Project. Viewpoint locations were chosen to best demonstrate the proposed change in views from the current condition at view locations of sensitive viewers, including sensitive viewers within the surrounding residential, open space and recreational areas, and historical/cultural sites. In order to complete this analysis, photographic visual simulations were prepared to depict the conditions before and after the Proposed Project for five of the ten view point locations. Simulations were not provided for views in which the Proposed Project components were more than two-thirds of a mile distance from the view point location. This is because at this distance the project components form such a small part of the overall view that the incremental increase in height would be negligible. A simulation is not provided for the proposed modifications at the San Fernando Substation because the final number, configuration, and heights of the new TSPs required at this location is unknown at the time of the preparation of this section.

The photographic visual simulations were developed from a combination of color photographs and computer-generated modeling derived from Proposed Project features to depict the approximate height, mass, and location of proposed changes onto a photograph of the existing Proposed Project site. Visual simulations of the proposed TSPs are based on the Typical TSP Design, as shown previously on Figure 3.5-3. The intent of the visual simulations is to show potential changes to the existing visual character from the selected view point locations.

The TSPs proposed along Wiley Canyon Road are proposed to be 85 feet high. The visual simulation of TSPs along Wiley Canyon Road (Figure 4.1-4) shows the TSPs at this proposed 85-foot height. The existing LSTs that will be replaced along Wiley Canyon Road are approximately 70 feet high.

The exact heights of existing LSTs other than along Wiley Canyon Road were unknown at the time of the visual simulation process. For the purpose of presenting a worst-case scenario in the difference in heights between these existing LSTs and their proposed replacement TSPs, a conservative approach was taken in the presentation of the visual simulations. To present a worst-case scenario, heights of all existing LSTs, other than along Wiley Canyon Road, were assumed to be 100 feet tall. While the proposed TSPs could range in height from 55 feet to 150 feet, the heights of all proposed TSPs, other than those on Wiley Canyon Road, were simulated to be 50% taller than existing structures, representing a height of 150 feet.

4.1.2 Significance Criteria

The significance criteria for assessing the impacts to aesthetics derive from the CEQA Checklist. According to the CEQA Checklist, a project causes a potentially significant impact if it would:

- Have a substantial adverse effect on a scenic vista,
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway,
- Substantially degrade the existing visual character or quality of the site and its surroundings, or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The county of Los Angeles and city of Los Angeles do not have any significance criteria other than the CEQA criteria shown above.

4.1.3 Applicant Proposed Measures

The following APM will be implemented as part of the Proposed Project design:

APM-A-01: Should construction activity be required to occur at night; where feasible, SCE will use lighting to protect the safety of the construction workers, but orient the lights to minimize their effect on any nearby sensitive receptors.

4.1.4 Environmental Impacts

The potential impact to aesthetics from construction and operation of the Proposed Project was evaluated using the stated CEQA significance criteria. For the purpose of presenting potential aesthetic resource impacts, CEQA criteria were evaluated and are discussed separately for construction and operation.

Construction Impacts

Would the Proposed Project have a substantial adverse effect on a scenic vista?

Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Would the Proposed Project substantially degrade the existing visual character or quality of the site and its surroundings?

The three questions above are answered in the following response: Construction-related activities associated with the Proposed Project are anticipated to begin in June, 2010. Construction will begin following receipt of the CPCN modification, granted by the CPUC. Once the modified CPCN has been granted by the CPUC, construction of the proposed Central Compressor Station, the proposed SCE Natural Substation, the proposed PPL, proposed relocation of office trailers and guard house, and proposed modifications to SCE's two 66 kV sub-transmission lines will occur on concurrent schedules. Construction of the proposed Central Compressor Station is anticipated to last 22 months. Construction of the proposed SCE Natural Substation and sub-transmission facilities is anticipated to last 9 months to 15 months, not including equipment purchasing and ordering.

During construction, sensitive viewers could see activities such as removal of vegetation, construction of buildings, pole removal, grading and excavation of pole footings, pole replacement, rehabilitation of dirt roads, as well as the use of various types of construction-related heavy equipment, as described in Chapter 3.0. These construction-related visual impacts could be considered adverse. However, because the impacts would be temporary rather than permanent, impacts to scenic vistas, scenic resources, and to the visual character and quality of the site during construction would be considered less than significant. Additional detailed discussion and analysis for specific aesthetic-related impacts are included later in this section.

Would the Proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Under normal circumstances, construction of the Proposed Project will occur during daylight hours. However, there is a possibility that construction will occur at night, and temporary artificial illumination will be required. SCE will implement APM-A-01 to orient the lights in a manner to minimize their effect, where feasible, on any nearby sensitive receptors. With implementation of the above identified APM, light and glare impacts related to construction would be considered less than significant.

Operation Impacts

Would the Proposed Project have a substantial adverse effect on a scenic vista?

The General Plans of the cities of Los Angeles and Santa Clarita and the county of Los Angeles do not identify any designated scenic vistas. It can be concluded from the language in the General Plans, however, that a number of scenic vistas occur in the vicinity of the Proposed Project due to the presence of large open space areas and ridgelines. Areas in the vicinity of the Proposed Project site that could be considered scenic could include open space areas where there are existing electrical towers that will be replaced with taller structures of a different configuration, or where the proposed SCE Natural Substation will be constructed. Figure 4.1-2 provides a map of City-designated significant ridgelines in southern Santa Clarita, and depicts the alignment of the proposed SCE 66 kV sub-transmission modification. Figure 4.1-3 presents the locations from which photographs and/or visual simulations were provided. As described later in this section and shown in Figures 4.1-4 through 4.1-7 and 4.1-9, the replacement of existing electrical towers and addition of the SCE Natural Substation would result in only minor changes to existing views. Thus, the change would not be substantial and impacts related to scenic vistas associated with LST replacement along the alignment of the proposed SCE 66 kV sub-transmission modification and addition of the SCE Natural Substation would be less than significant.

The existing Storage Field is predominately undeveloped and primarily used for industrial natural gas storage activities. Although there are scenic areas on the site, views of the Storage Field would not be considered scenic due to the existing disturbed viewshed including the Storage Plant and industrial activities, as described later in this section and shown in Figure 4.1-10. In addition, the area of the proposed San Fernando Substation would not be considered scenic because it has already been developed, as described later in this section and shown in Figure 4.1-12. Therefore, impacts of these project components related to scenic vistas would be less than significant.

Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

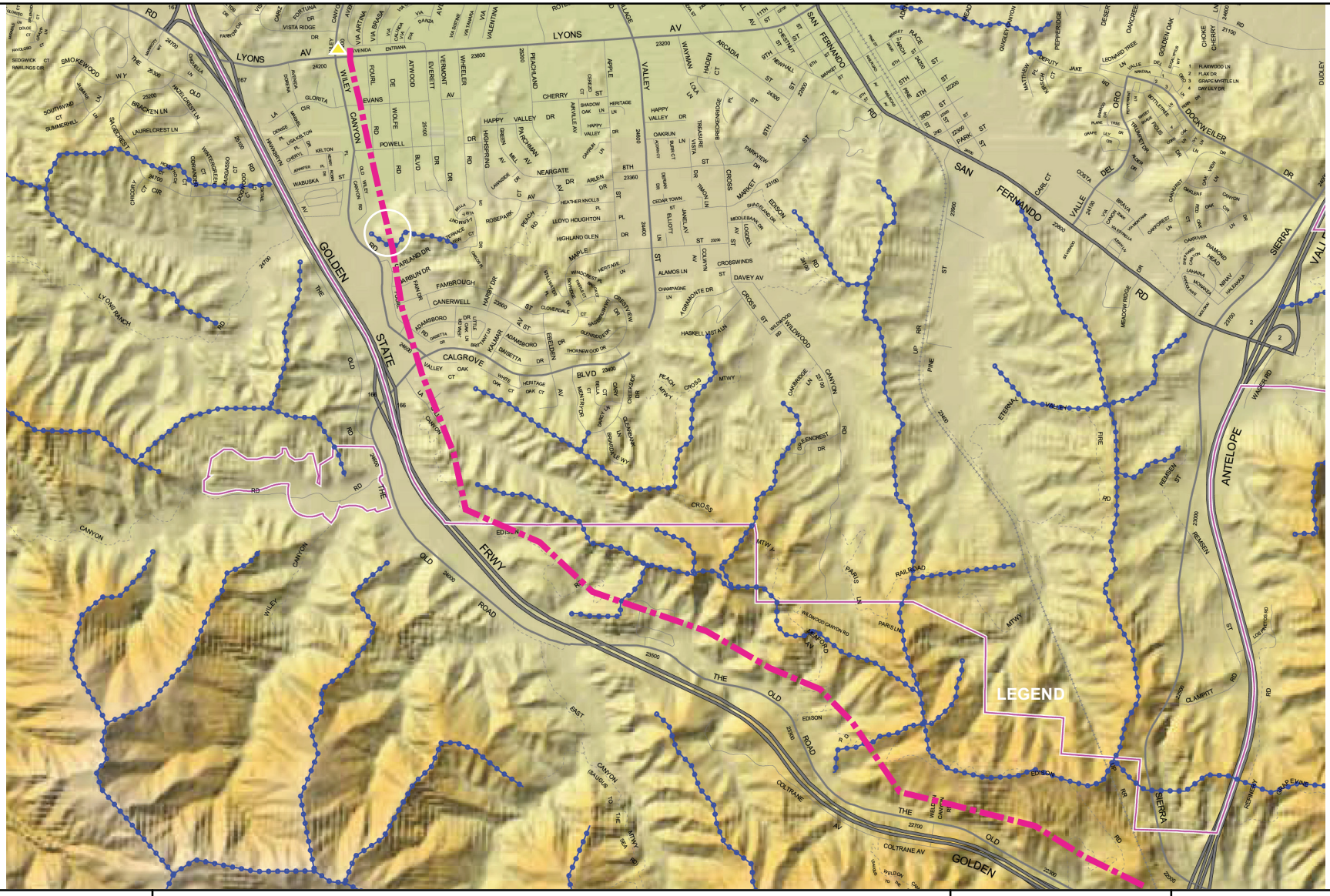
The Proposed Project is not located within an officially designated State Scenic Highway, as mapped by Caltrans. Furthermore, the only publicly visible Proposed Project component from the city of Santa Clarita is the alignment of the proposed SCE 66 kV sub-transmission modification located along the I-5 Freeway. Implementation of the Proposed Project would include replacing existing LSTs along the alignment with new upgraded TSPs and, as described above, would not substantially alter the existing condition, nor would it damage scenic resources considered significant by the city of Santa Clarita, such as significant ridgelines or scenic views. Therefore, implementation of the Proposed Project would not damage scenic resources and impacts would be considered less than significant.

As mentioned previously, the Proposed Project is located primarily within unincorporated Los Angeles County lands, with small portions within Newhall (a community within the city of Santa Clarita), Chatsworth and Sylmar (communities within the city of Los Angeles). The General Plans of these jurisdictions list a number of scenic resources that would be in proximity to the Proposed Project.

As mentioned previously, the county of Los Angeles General Plan lists ridgelines and scenic views from public roads, trails and key vantage points as scenic resources. However, as described later in this section and shown in Figures 4.1-4 through 4.1-7 and 4.1-9, the replacement of existing electrical towers and installation of the proposed SCE Natural Substation would result in only minor changes to existing views, and therefore would not substantially damage ridgelines or scenic views from roads, trails, and scenic vantage points. Impacts would be considered less than significant.

The city of Los Angeles General Plan lists natural view sheds in hillside and coastal areas as requiring protection. In addition, the Transportation Element of the City's General Plan designates Sesnon Boulevard and I-5 from I-210 north to the County Line as scenic highways. As discussed later in this section and shown on Figure 4.1-11, there is only one view along Sesnon Boulevard (View 9) where the alignment of the proposed SCE 66 kV sub-transmission modification is visible. The proposed SCE Natural Substation is not visible from Sesnon Boulevard. Policy 11.2 of the City's General Plan calls for protection and enhancement of views of scenic resources along or visible from designated scenic highways. Implementation of the Proposed Project would include replacing existing LSTs with new upgraded TSPs in this view. As discussed for View Point 9 later in this section, views from Sesnon Boulevard would result in a negligible change due to the distance between sensitive receptors and the proposed TSPs. The proposed TSP's would also be visible from the part of I-5 that is designated by the city of Los Angeles as a scenic highway. However, the visual impacts would be of a similar magnitude as discussed for View Point 4 later in this section and would be less than significant. Therefore, the Proposed Project would not damage scenic resources such as natural viewsheds in hillside areas. Also, the Proposed Project would be consistent with Policy 11.2 and impacts to scenic resources along Sesnon Boulevard and I-5 would be considered less than significant.

As discussed previously, the city of Santa Clarita General Plan identifies significant ridgelines as features that require protection. As shown on Figure 4.1-2, there is one City-designated significant ridgeline within the City's jurisdictional boundary that is crossed by the alignment of the proposed SCE 66 kV sub-transmission modification. However, within this area implementation of the Proposed Project involves replacing existing LSTs with TSPs and therefore would not substantially alter the existing condition at this location. No substantial alteration or grading of the ridgeline profile would occur, as the only construction work required would be foundation work for the footings of the new TSPs and the rehabilitation of existing access roads. In addition, although not depicting significant ridgelines within the city of Santa Clarita, Figures 4.1-4 through 4.1-7 and 4.1-9, provided later in this section, show that the replacement of LSTs with TSPs would not result in a substantial change to existing views. Therefore, impacts to City-designated significant ridgelines would be considered less than significant.



Map Location

Source: City of Santa Clarita and AECOM Environment 2009.

- 66 kV Subtransmission Modification
- City-designated Significant Ridgelines
- City of Santa Clarita Jurisdictional Boundary
- 66 kV Subtransmission/City
- Existing SCE Substation

N
W E
S

Aliso Canyon PEA

Figure 4.1-2
Significant Ridgelines

Southern California Gas Company
A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

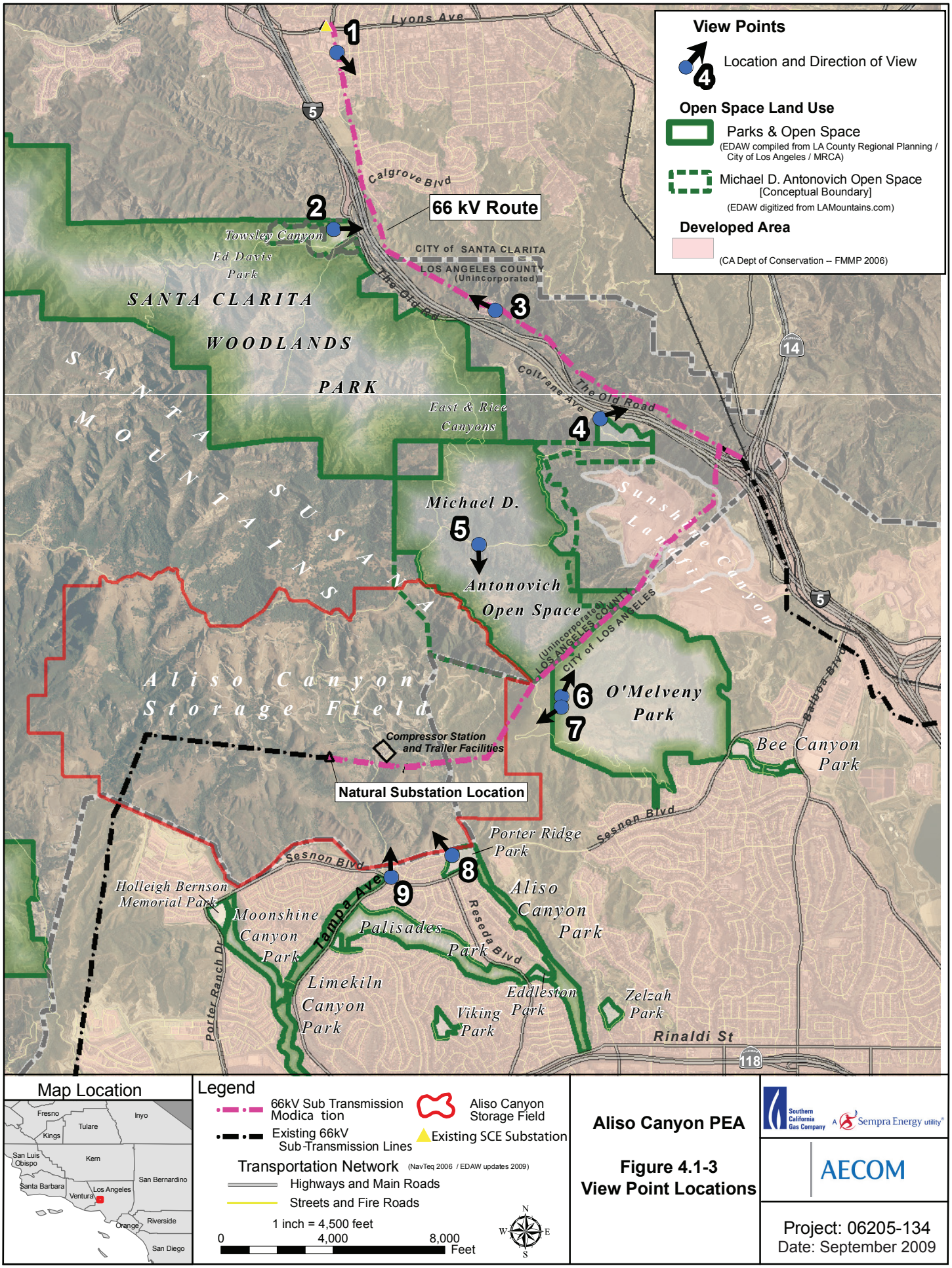
Would the Proposed Project substantially degrade the existing visual character or quality of the site and its surroundings?

The following discussion includes photographs of existing views in the area of the Proposed Project, as well as visual simulations for five existing views.

Figure 4.1-3 provides a key map for nine of the ten selected view point locations. Note that View Point 10, the San Fernando Substation, is not shown on Figure 4.1-3 because of its distance from the alignment of the proposed SCE 66 kV sub-transmission modification. For the location of the San Fernando Substation, refer to Figure 3.1-1 in Chapter 3.0 Project Description. Figures 4.1-4 through 4.1-12 depict photographs of the ten selected existing views as well as the post-Proposed Project views for five of the view point locations. The descriptions and analyses of the existing views and visual simulations are provided in the paragraphs below.

Figure 4.1-4, View Point 1 – Wiley Canyon Road (Facing Southeast). Figure 4.1-4 from View Point 1 provides a before- and after-view from the intersection of Wiley Canyon Road at Evans Ave/La Glorita Circle, facing southeast. This view point is located just south of the Newhall Substation, which is the northernmost point of the proposed substation upgrade. There are two existing LSTs in this view, one in the foreground (left) and one in the background, which are both located in close proximity to residential housing along the busy street of Wiley Canyon Road. Sensitive receptors at this view point location are the existing residents along Wiley Canyon Road. The visual character of this view can be described as developed residential with large trees and shrubs lining the street, and some views of undeveloped rolling hills in the background. The existing LSTs are a dominant visual feature within this view due to their size.

In the Proposed Project simulated view, the existing LSTs have been replaced with specially engineered TSPs. As shown, although the TSPs are slightly taller than the existing LSTs (85 feet tall versus 70 feet tall, respectively), they have a more streamlined look. For example, the footings of the proposed TSPs would be less intrusive to the residential properties than the four-legged LSTs and there would be no metal framework included in the design of the TSPs. Overall, while the TSPs are taller than the existing LSTs, the general visual character of the view has not changed. The view would continue to have the dominant presence of electrical infrastructure within the urban development. Therefore, from this view location the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.



Aliso Canyon PEA

Figure 4.1-3
View Point Locations

Southern California Gas Company A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

View Point 1 Existing Conditions: Wiley Canyon Road (Facing Southeast)

View Point 1 Proposed Project Conditions – Visual Simulation

	Source: AECOM Environment 2009.	**Aliso Canyon PEA** **Figure 4.1-4** **View Point 1**	Southern California Gas Company A Sempra Energy utility AECOM Project: 06205-134 Date: September 2009

View Point 2 Existing Conditions: Towsley Canyon Park (Facing East)

View Point 2 Proposed Project Conditions – Visual Simulation

Source: AECOM Environment 2009.

Aliso Canyon PEA

Figure 4.1-5
View Point 2

Southern California Gas Company A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

View Point 3 Existing Conditions:
The Old Road Mobile Home Park (Facing Northwest)

View Point 3 Proposed Project Conditions – Visual Simulation

Source: AECOM Environment 2009.

Aliso Canyon PEA

Figure 4.1-6
View Point 3

Southern California Gas Company
A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

View Point 4 Existing Conditions: Michael D. Antonovich Open Space Trailhead (Facing East)

View Point 4 Proposed Project Conditions – Visual Simulation

Source: AECOM Environment 2009.

Aliso Canyon PEA

Figure 4.1-7
View Point 4

Southern California Gas Company A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

View Point 5 Existing Conditions: Michael D. Antonovich Open Space (Facing South)

Source: AECOM Environment 200

Aliso Canyon PEA

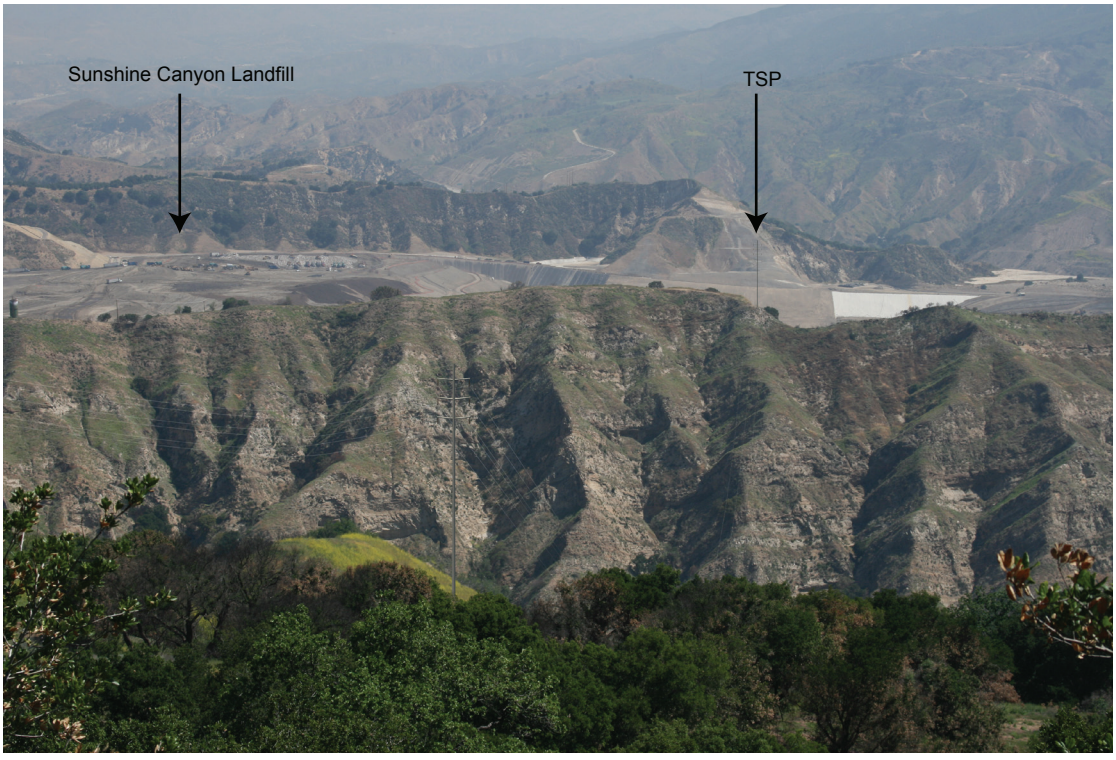
Figure 4.1-8
View Point 5

Southern California Gas Company
A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

View Point 6 Existing Conditions: O'Melveny Park (Facing Northeast)



View Point 6 Proposed Project Conditions – Visual Simulation

Source: AECOM Environment 2009.

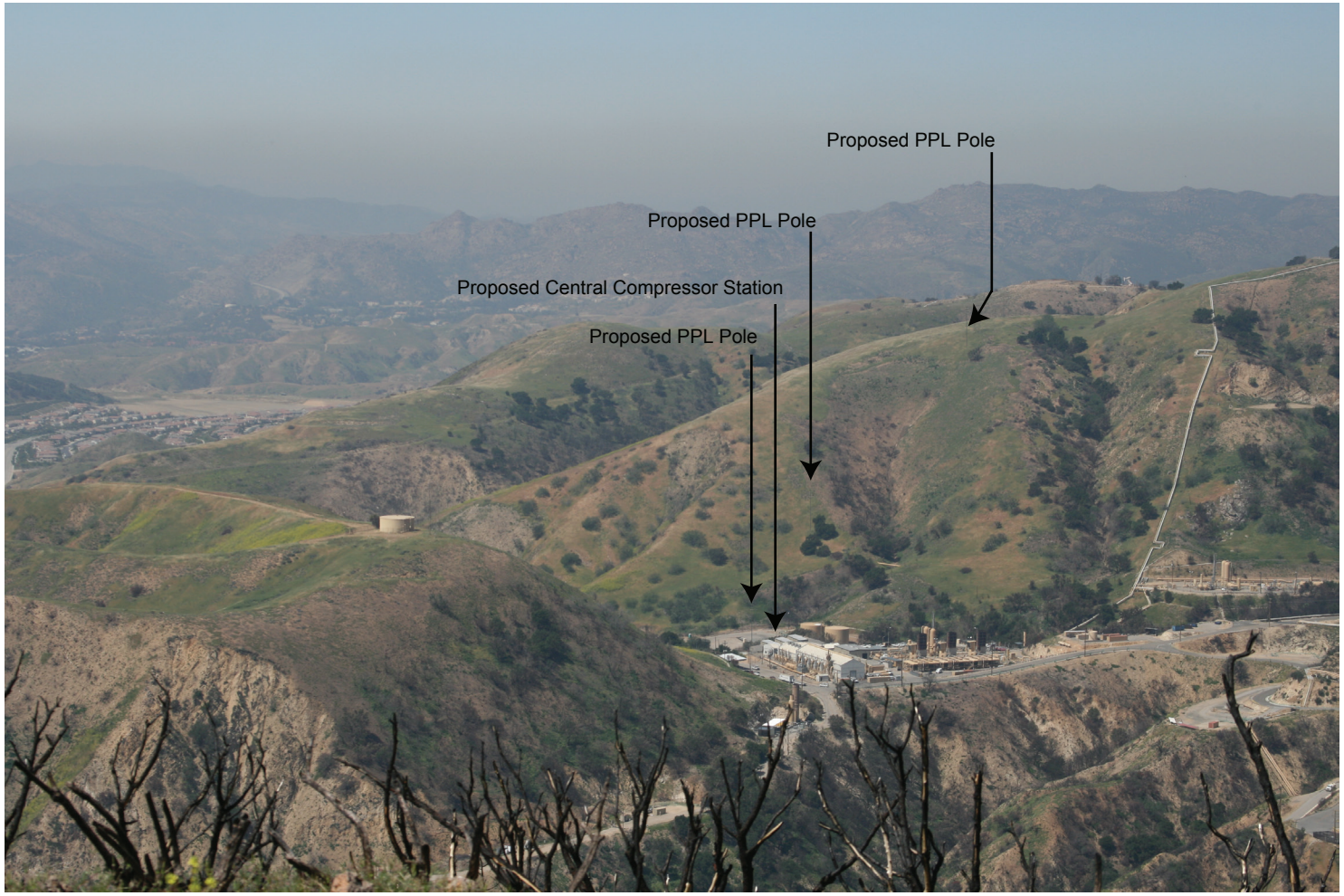
Aliso Canyon PEA

Figure 4.1-9
View Point 6

Southern California Gas Company A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009



View Point 7 Existing Conditions: Aliso Canyon Gas Storage Field from O'Melveny Park (Facing Southwest)

Source: AECOM Environment 200

Aliso Canyon PEA

Figure 4.1-10
View Point 7

Southern California Gas Company
A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

View Point 8 Existing Conditions: End of Ormskirk Avenue (Facing Northwest)

View Point 9 Existing Conditions: Tampa Avenue and Sesnon Boulevard (Facing North)

Source: AECOM Environment 200

Aliso Canyon PEA

Figure 4.1-11
View Points 8 and 9

Southern California Gas Company A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

View Point 10 Existing Conditions: San Fernando Substation form Brand Park (Facing Northwest)

Source: AECOM Environment 200

Aliso Canyon PEA

Figure 4.1-12
View Point 10

Southern California Gas Company
A Sempra Energy utility

AECOM

Project: 06205-134
Date: September 2009

Figure 4.1-5, View Point 2 – Towsley Canyon Park (Facing East). Figure 4.1-5 from View Point 2 provides a before- and after-view from the parking lot of Towsley Canyon Park, facing east. As seen in this view, the edge of the parking lot is in the foreground, the Old Road and some low buildings and trees are beyond the parking lot in the middleground, the I-5 Freeway is beyond the trees, and there are two existing LSTs located on top of the ridge in the background. This view point is located west of, and looks across, the I-5 Freeway. Sensitive receptors at this view point location are Towsley Canyon Park users. The visual character of this view can be described as disturbed bare ground and infrastructure (streets), with a dominant view of undeveloped hillsides and ridgeline, with two LSTs.

In the Proposed Project simulated view, the existing LSTs have been replaced with TSPs. As shown, the TSPs are taller than the existing LSTs; however, the change is fairly minor. It should be noted that this view point location was taken from the parking lot of Towsley Canyon Park, and represents the closest view of the proposed TSPs from the extreme east edge of the park. The TSPs would appear smaller from more distant parts within Towsley Canyon Park. Overall, while the heights have increased, the visual character of the view has not changed. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-6, View Point 3 – Crescent Valley Road Mobile Home Park (Facing Northwest). Figure 4.1-6 from View Point 3 provides a before- and after-view from a street within the Old Road Mobile Home Park, facing northwest. The Old Road Mobile Home Park is located within a small canyon and is situated under the sub-transmission lines of two existing LSTs, which are located on the hilltops on both sides of the canyon. One of the existing LSTs is shown in this view. Sensitive receptors at this view point location are the existing residents within the mobile home park community. The visual character of this view can be described as residential surrounded by trees, vegetation, and undeveloped hillsides. The existing LST is a dominant visual feature of this view.

In the Proposed Project simulated view, the existing LST has been replaced with a TSP. As shown, the TSP is taller than the existing LST. However, while the height has changed, the general visual character of the view has not changed. The view continues to have the dominant presence of electrical infrastructure; however the new TSP has a sleeker look with a narrower profile and no metal framework, like that of an LST. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-7, View Point 4 – Michael D. Antonovich Open Space Trailhead (Facing East). Figure 4.1-7 from View Point 4 provides a before- and after-view from the trailhead to the MDA Open Space, facing east. This view point is located west of, and looks across, the I-5 Freeway. There are two existing LSTs in this view, located on top of the ridgeline. Sensitive receptors at this view point location are MDA Open Space trail users. The visual character of this view can be described as undeveloped hillsides with views of the San Gabriel Mountains in the distance and the I-5 Freeway and the Old Road in the foreground. The existing LSTs are quite apparent in this view; however, the undeveloped hillsides and the ridgeline are the dominant visual features.

In the Proposed Project simulated view, the existing LSTs have been replaced with TSPs. As shown, the TSPs are taller than the existing LSTs; however, the overall change is minor. It should be noted that this view point location was taken from the trailhead to the MDA Open Space area, and represents one of the closest views of the proposed TSPs from the MDA Open Space. Recreational users would no longer see this view of the sub-transmission infrastructure once they travel further into the park. Overall, while the

heights have increased, the visual character of the view has not changed. The undeveloped hills and the ridgeline continue to be the dominant visual features of this view. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-8, View Point 5 – Michael D. Antonovich Open Space (Facing South). Figure 4.1-8 from View Point 5 provides an existing view only of the LSTs from the trail within the MDA Open Space, facing south. This view point is located near the middle of the MDA Open Space and was selected as a view point because it is one of the few locations on the trail where this section of the SCE 66 kV sub-transmission alignment is visible. There are two existing LSTs in this view; one located on the highest part of the ridge in the middle of the view and the other lower on the ridge to the left of the first LST. Due to the extreme distances between trail users and the existing LSTs, replacement of the LSTs with TSPs would result in a negligible change to this view. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-9, View Point 6 – O'Melveny Park (Facing Northeast). Figure 4.1-9 from View Point 6 provides a before- and after-view from O'Melveny Park, facing northeast. This view point is located near the westernmost border of O'Melveny Park. There are two existing LSTs in this view, one in the foreground and the other on the ridge in the middleground. Sensitive receptors at this view point location are O'Melveny Park users. The visual character of this view can be described as largely undeveloped hillsides and ridges with views of the Sunshine Canyon Landfill beyond the nearest ridge, and the San Gabriel Mountains in the distance. Existing electrical infrastructure is quite visible in this view; however, the undeveloped hillside and ridgeline in the middle of the view is the dominant visual feature of this view.

In the Proposed Project simulated view, the existing LSTs have been replaced with TSPs. As shown, the TSPs are taller than the existing LSTs. Overall, while the heights have increased, the visual character of the view has not changed substantially as the undeveloped hillside and ridgeline in the middle of the view continues to be the dominant feature. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-10, View Point 7 – Aliso Canyon Gas Storage Field from O'Melveny Park (Facing Southwest). Figure 4.1-10 from View Point 7 provides a before- and after-view of the Storage Field property from the extreme western edge of O'Melveny Park, facing southwest. This view point was selected because this west part of O'Melveny Park is the only public area that has views of the Storage Field property. Sensitive receptors from this location include visitors to O'Melveny Park. Implementation of the Proposed Project would allow for the construction and installation of a proposed Central Compressor Station consisting of three new electric-driven compressor trains, a proposed SCE Natural Substation with a proposed PPL serving the proposed Central Compressor Station, as well as the relocation of existing on-site office trailers and guard house. The visual character of this view can be described as largely undeveloped hillsides and ridges with industrial plant on the floor of the canyon.

The proposed project simulated view includes the three poles associated with the PPL that would extend from the proposed SCE Natural Substation to the proposed Central Compressor Station that is visible in the lower central part of the view. The poles are difficult to discern because of their distance from the view point location. The proposed SCE Natural Substation would not be visible from this view point, as it would be located behind the ridge where the most distant proposed PPL pole would be located. The

ridge would block the view of the proposed substation. The change in the view would be barely discernable and the overall visual character of this view would remain similar to the existing conditions. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-11 (Top), View Point 8 – End of Ormskirk Avenue (Facing Northwest). Figure 4.1-11 from View Point 8 provides an existing view only of LSTs from the end of Ormskirk Avenue within the Los Angeles City community of Porter Ranch, facing northwest. This view point was selected because it is one of two locations within the residential community of Porter Ranch where the alignment of the proposed SCE 66 kV sub-transmission modification is visible. Sensitive receptors at this view point include residents and visitors of Porter Ranch. There are two existing LSTs in this view; both are located near the top of the hill in the middle of the view. However, due to the distances between private residences and the existing LSTs, replacement of the LSTs with TSPs would result in a negligible change to this view. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-11 (Bottom), View Point 9 – Tampa Avenue and Sesnon Boulevard (Facing North). Figure 4.1-11 from View Point 9 provides an existing view only of LSTs from the intersection of Tampa Avenue and Sesnon Boulevard within the Los Angeles City community of Porter Ranch, facing north. This view point was selected because it is one of two locations within the residential community of Porter Ranch where the alignment of the proposed SCE 66 kV sub-transmission modification is visible, and because it is the only location of the alignment visible from Sesnon Boulevard. Sensitive receptors at this view point include residents and visitors of Porter Ranch. There are two existing visible LSTs in this view; both are located near the top of the hill in the middle of the view. However, due to the distances between private residences/motorists on Sesnon Boulevard and the existing LSTs, replacement of the LSTs with TSPs would result in a negligible change to this view. The proposed SCE natural substation would not be visible from this location. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Figure 4.1-12, View Point 10 – San Fernando Substation (Facing Northwest). Figure 4.1-12 from View Point 10 (location not shown on Figure 4.1-3) provides an existing view only of the San Fernando Substation taken from Brand Park, facing northwest. The San Fernando Substation is located just west of the I-5 Freeway on San Fernando Mission Boulevard, as shown on Figure 3.1-1 in Chapter 3.0 Project Description. Sensitive receptors at this view point location are park users at Brand Park, which is separated from the substation by San Fernando Mission Boulevard, residences located along San Fernando Mission Boulevard, and visitors to the Mission San Fernando Rey de España (San Fernando Mission), which is located just west of the substation. The San Fernando Mission is a building of historic significance and is listed as a national historic landmark and a California historical landmark on the National Register of Historic Places and the California Office of Historic Preservation, respectively. The San Fernando Substation is visible from the approach and entrance to the San Fernando Mission. The visual character of this view can be described as a developed urban area with residential, commercial, and recreational land uses. The existing substation and associated sub-transmission poles are quite apparent.

Implementation of the Proposed Project would install up to four new TSPs to replace existing sub-transmission poles within and immediately adjacent to the San Fernando Substation. While the final number, configuration, and heights of the new TSPs required at this location is unknown at the time of the

preparation of this section, the modifications would be similar to those presented on Figures 4.1-4 through 4.1-7 and 4.1-9, shown previously. The TSPs would likely be substantially taller than the existing poles; however, they would have a more streamlined look with less intrusive footings and no metal framework. Overall, the general visual character of the view would not change, as it would continue to have a very apparent presence of electrical infrastructure within an urban environment. Therefore, from this view location, the change in visual character and quality with implementation of the Proposed Project would be considered less than significant.

Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Operation of the Proposed Project would not introduce any new sources of substantial light or glare which could adversely affect day or nighttime views in the area. The proposed SCE Natural Substation will not include night lighting; the facility will be an unmanned substation such that night lighting is not required during general operations. Night lighting would only occur during rare occurrences of night repair activities and would not be visible from any public receptor locations. Therefore, impacts would be less than significant.

4.1.5 Mitigation Measures

The Proposed Project was determined to have **a less than significant impact without mitigation** on aesthetics, therefore no mitigation is required or proposed.

4.1.6 References

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