
APPENDIX K

Visual Resources Appendix



Figure K-1. Viewpoint-1. North Spit Overlook and Wetland Trailhead. Existing and simulated views of the LNG terminal site from the North Spit Overlook and Wetland Trailhead.



Figure K-2. Viewpoint-2. Trans-Pacific Parkway. Existing and simulated views of the LNG terminal from Trans-Pacific Parkway.



Figure K-3. Viewpoint-3. Horsfall Beach Campground/Parking/Staging Area. Existing and simulated views of the LNG terminal from a dune overlook at the Horsfall Beach Campground/Parking/Staging Area and Day Use Area.



Figure K-4. Viewpoint-4. Trans-Pacific Parkway/U.S. 101 Intersection. Existing view toward the LNG terminal site from a point near the intersection of the Trans-Pacific Parkway and U.S. Highway 101. (There is no simulated view for Viewpoint-4 because the with-Project view would be the same as the existing view.)



Figure K-5. Viewpoint-5. U.S. Highway 101 from the north side of McCullough Bridge. Existing and simulated views of the LNG terminal looking east from the north side of McCullough Bridge.



Figure K-6. Viewpoint-6. U.S. Highway 101 at the southern end of McCullough Bridge. Existing view and simulated view of the LNG terminal and APCO dredge disposal sites, from U.S. Highway 101 at the southern end of McCullough Bridge.



Figure K-7. Viewpoint-7. North Bend, intersection of Meade Avenue and Florida Avenue. Existing view toward the LNG terminal from urbanized areas in North Bend. (There is no simulated view for Viewpoint-7 because the with-project view would be the same as the existing view.)



Figure K-8. Viewpoint-8. North Bend, intersection of Meade Avenue and Vermont Avenue. Existing view and simulated view of the LNG terminal from the intersection of Meade Avenue and Vermont Avenue.



Figure K-9. Viewpoint-9. North Bend, Open Space near Washington Avenue. Existing view and simulated view of the LNG terminal site, marine slip, and concrete perimeter walls.



Figure K-10. Viewpoint-10. North Bend, Bike Trail south of airport. Existing view and simulated views of the LNG terminal, marine slip, sheet pile walls, and LNG vessel, .



Figure K-11. Viewpoint-11. BLM North Spit Boat Launch. Existing view and simulated view of the LNG terminal from the pier near the southern end of Trans-Pacific Parkway.



Figure K-12a. KOP-P10. Coos Bay Wagon Road (Near MP 24). Existing conditions looking southeast at point where pipeline would cross the road (WR-0 above), and simulated conditions after site disturbance and initial repair (WR-1).



Figure K-12b. KOP-P10. Coos Bay Wagon Road (Near MP 24). Simulated site conditions five years after initial disturbance, repair and replanting (WR-5 above), and overlay of the proposed pipeline to illustrate location, showing the permanent 30-foot clear zone and the remainder of the initially cleared area.

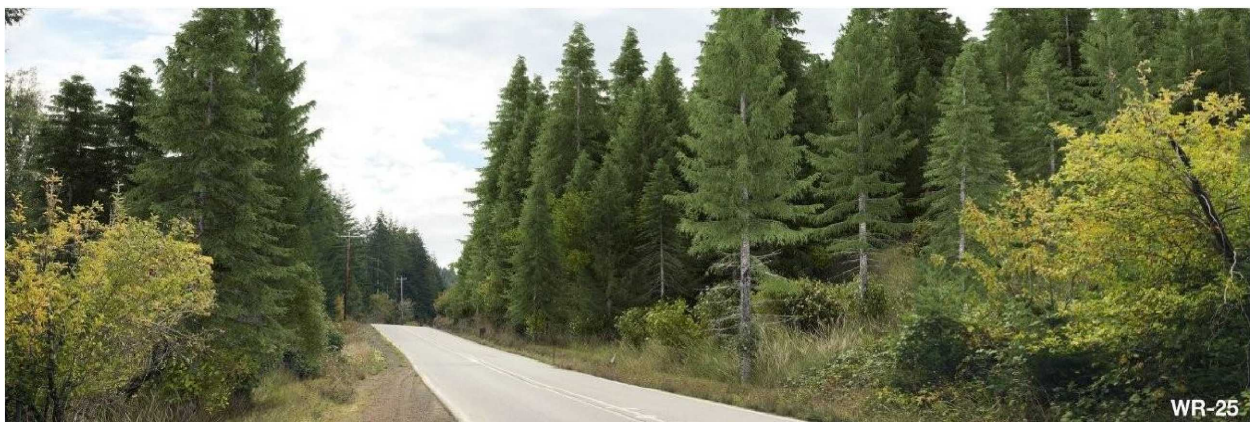


Figure K-12c. KOP-P10. Coos Bay Wagon Road (Near MP 24). Simulated site conditions ten years after initial disturbance, repair and replanting (WR-10 above), and simulated conditions 25 years after initial disturbance, site repair and replanting.



Figure K-13a. KOP-P2. Trail Post Office (Near MP 123). Existing conditions (above) and post-construction (year 0) simulation (below), of the pipeline right-of-way as viewed from the Trail Post Office.



Figure K-13b. KOP-P2. Trail Post Office (Near MP 123). Simulated views of the pipeline right-of-way as viewed from the Trail Post Office, at 5 and 25 years following construction, respectively.



Figure K-14a. KOP-P3. Highway 140 near Little Butte Creek (MP 145.6). Existing conditions (above) and post-construction simulation (below), of the pipeline right-of-way as viewed at the Highway 140 crossing.



Figure K-14b. KOP-P3. Highway 140 near Little Butte Creek (MP 145.6). Simulated views of the pipeline right-of-way as viewed from the Highway 140 crossing, at 5 and 25 years following construction, respectively.



Figure K-15a. KOP-P4. Big Elk Road (Forest Road 37, MP 161.4). Existing (above) and post-construction simulation (below), of the pipeline right-of-way as viewed at the Big Elk Road (Forest Road 37) crossing.



Figure K-15b. KOP-P4. Big Elk Road (Forest Road 37, MP 161.4). Simulated views of the pipeline right-of-way as viewed from at the Big Elk Road (Forest Road 37) crossing, at 5 and 25 years following construction, respectively.



Figure K-16a. KOP-P5. Clover Creek Road (MP 172.2). A long view of existing (above) and post-construction simulation (below), of the pipeline right-of-way as viewed along Clover Creek Road.



Figure K-16b. KOP-P5. Clover Creek Road (MP 172.2). Simulated long views of the pipeline right-of-way as viewed along Clover Creek Road, at 5 and 25 years following construction, respectively.



Figure K-17a. KOP-P6. Clover Creek Road (MP 176.8). Existing (above) and post-construction simulation (below), of the pipeline right-of-way as viewed from Clover Creek Road near Spencer Creek.



Figure K-17b. KOP-P6. Clover Creek Road (MP 176.8). Simulated views of the pipeline right-of-way as viewed from Clover Creek Road near Spencer Creek, at 5 and 25 years after construction, respectively.



Figure K-18a. KOP-P7. Clover Creek Road (MP 170.1). Long view of existing (above) and post-construction simulation (below), of the pipeline right-of-way adjacent to Clover Creek Road.



Figure K-18b. KOP-P7. Clover Creek Road (MP 170.1). Long simulated views of the pipeline right-of-way adjacent to Clover Creek Road, 5 and 25 years after construction, respectively.



Figure K-19a. KOP-P8. Pacific Crest Trail Northbound (MP 167.8). Long view of existing (above) and post-construction simulation (below), of the pipeline right-of-way from the view of a northbound hiker along the PCT.



Figure K-19b. KOP-P8. Pacific Crest Trail Northbound (MP 167.8). Long simulated views of the pipeline right-of-way northbound on PCT, 5 and 25 years after construction, respectively.



Figure K-20a. KOP-P9. The Cleared Right-of-Way and the Pacific Crest Trail (167.8). Long view of existing (above) and post-construction simulation (below), of the pipeline right-of-way at the PCT crossing.



Figure K-20b. KOP-P9. The Cleared Right-of-Way and the Pacific Crest Trail (167.8). Long simulated views of the pipeline right-of-way at the PCT crossing, 5 and 25 years after construction, respectively.