

## **PART C**

### **Existing View Photographs**





Michael Clayton & Associates

The existing view to the west from the Inaja Monument Park Overlook, off of SR78. The panoramic view from the Overlook provides unobstructed sightlines to the Proposed Project route, which would cross the flanks of the low rolling hills in the center of the image. At a viewing distance of approximately 1.2 miles, the transmission line would be prominently visible and would introduce substantial industrial character into the rural, pastoral landscape.

**Sensitive Viewing Area No. 1**  
**Inaja Monument Park Overlook**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-12**



Michael Clayton & Associates

The existing view to the northeast, from just east of the Thornbush Road Trailhead. The panoramic views from the trailhead and trail provide unobstructed sightlines to the Route D Alternative, which would pass through the ridges in the center of the image (beyond the first set of hills). At a viewing distance ranging from approximately 2.5 to 3 miles, and being partially screened by intervening terrain, the transmission line would not appear as a prominent landscape feature.

**Sensitive Viewing Area No. 2**  
**Thornbush Road Trailhead**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-13**



Michael Clayton & Associates

The existing view to the north-northeast from the intersection of Boulder Creek and Cedar Creek Roads. The panoramic view provides unobstructed sightlines to the Route D Alternative, which would traverse the flanks of the ridges and pass through the saddle in the center of the image. At a viewing distance of approximately 0.6 mile, the transmission line would be prominently visible, introducing considerable industrial character into the natural appearing landscape that is presently absent such features.

**Sensitive Viewing Area No. 3**  
**Intersection of Boulder Creek**  
**and Cedar Creek Roads**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-14**



The existing view to the south from the boat launch area near El Capitan Dam. The view provides unobstructed sightlines to I-8 (the bridge over Peutz Valley Road is visible at the far left in the image above) where the I-8 Alternative would be only briefly visible as it crests a ridge and skylines to the northwest of the bridge. However the Chocolate Canyon Option would be prominently visible as it follows the road up the canyon toward the viewer at this location and then passes adjacent and to the south of the road and parking lot.

**Sensitive Viewing Area No. 4**  
**El Capitan Dam and**  
**Access Road**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-15**



Michael Clayton & Associates

The existing view to the southwest from the Interstate 8 Eastbound Overlook. The panoramic view provides unobstructed sightlines to the Modified Route D Alternative, which would descend the ridge in the center of the image and converge on the overhead-underground transition location adjacent to Alpine Boulevard, just to the right of the image. At a viewing distance ranging from approximately one to two miles, the transmission line would be prominently visible, introducing considerable industrial character into the landscape.

**Sensitive Viewing Area No. 5**  
**Interstate 8**  
**Eastbound Overlook**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-16**



Michael Clayton & Associates

The existing view to the north from the I-8 Park-N-Ride lot near SR79. The view from the Park-N-Ride lot provides open, unobstructed sightlines to the ridges along SR79 and the route of the I-8 Alternative, which would pass approximately 0.8 mile north of this viewing area, spanning the canyon and SR79 visible in the center of the image. The I-8 Alternative would be a noticeable industrial feature in a landscape that is predominantly natural in appearance and presently absent such character.

**Sensitive Viewing Area No. 6**  
I-8 Park-N-Ride Lot  
Near SR79

**SUNRISE POWERLINK  
RESPONSES TO COMMENTS**  
Visual Resources  
Figure Ap.14-17



Michael Clayton & Associates

The existing view to the east-northeast from the east end of the Pine Valley Creek Bridge. The view from the Bridge provides open, unobstructed sightlines to the ridges extending west from Pine Valley, immediately north of I-8. The I-8 Alternative would traverse the lower flanks of the ridge slopes in the foreground of views from the Bridge and I-8. At a viewing distance ranging from approximately 0.25 to 0.5 mile, the I-8 Alternative would be a noticeable industrial feature in a landscape that is predominantly natural in appearance.

**Sensitive Viewing Area No. 7**  
**Pine Valley Creek Bridge**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-18**





Michael Clayton & Associates

The existing view to the west-southwest from the first Sunrise Highway turnout at one mile. The view from the turnout provides open, unobstructed sightlines to the ridges west of Pine Valley and I-8. The I-8 Alternative would span I-8 near the gap in the ridgeline in the center of the image above. At a viewing distance of approximately 2.2 miles, the I-8 Alternative would be a noticeable though not prominent industrial feature in an otherwise predominantly natural appearing landscape.

**Sensitive Viewing Area No. 8**  
**Sunrise Highway Overlooks**  
**Turnout No. 1 at 1 Mile**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-19**



Michael Clayton & Associates

The existing view to the west-southwest from the second Sunrise Highway turnout at 1.7 miles. The view from the turnout provides open, unobstructed sightlines to the ridges west of Pine Valley and I-8. The I-8 Alternative would span I-8 near the gap in the ridgeline in the center of the image above. At a viewing distance of approximately 2.7 miles, the I-8 Alternative would be a visible though not prominent industrial feature in an otherwise predominantly natural appearing landscape.

**Sensitive Viewing Area No. 8**  
**Sunrise Highway Overlooks**  
**Turnout No. 2 at 1.7 Miles**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-20**



Michael Clayton & Associates

The existing view to the west-southwest from the seventh Sunrise Highway turnout at 6.4 miles. The view from the turnout provides substantially obscured sightlines to the ridges north and south of I-8 along the route of the I-8 Alternative. The I-8 Alternative would span I-8 at the visible portion of I-8 shown in the center of the image above. At a viewing distance ranging from approximately 5.7 to 6.3 miles, the I-8 Alternative would be minimally visible if at all from the turnout and would not appear prominent.

**Sensitive Viewing Area No. 8**  
**Sunrise Highway Overlooks**  
**Turnout No. 7 at 6.4 Miles**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-21**



Michael Clayton & Associates

The existing view to the south from Bear Valley Road, immediately north of the I-8 Alternative's span of Bear Valley Road, a portion of which is visible in the center of the image above. The view from the upper elevation of Bear Valley Road provides open, panoramic sightlines across Bear Valley and Cottonwood Valley to the east, which is visible at the left side of the image. The I-8 Alternative would be prominently visible throughout the Bear Valley area and introduce substantial industrial character into the natural appearing landscape.

**Sensitive Viewing Area No. 9**  
**Bear Valley Road**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-22**



Michael Clayton & Associates

The existing view to the north from Boulder Oaks Campground, toward the north end of Cottonwood Valley and the I-8 Alternative's proposed span of I-8. The view from the campground provides partial views of the I-8 Alternative route and the I-8 span location, which is visible in the right-center of the image above. When viewed from the campground, the I-8 Alternative would be a noticeable industrial feature where it enters the southern part of the valley and again at the northern span of I-8 (though it would be less prominent).

**Sensitive Viewing Area No. 10**  
**Boulder Oaks Campground**  
**I-8 Alternative**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-23**



The existing view to the south from Boulder Oaks Campground, toward the south end of Cottonwood Valley and the route of the West Buckman Springs Option as it passes east to west, immediately south of the Boulder Oaks Campground. The view to the south is open and unobstructed. The Buckman Springs Option would be a prominent industrial feature in a landscape that is predominantly natural appearing and absent similar features.

**Sensitive Viewing Area No. 10**  
**Boulder Oaks Campground**  
**West Buckman Springs Option**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-24**



Michael Clayton & Associates

The existing view to the west from the Pacific Crest Trail (PCT) where it exits Boulder Oaks Campground and passes through the southern end of Cottonwood Valley. The view to the west toward the ridge defining the western boundary of Cottonwood Valley is open and unobstructed. The West Buckman Springs Option would parallel and then span the PCT to the west and would be a prominent, foreground industrial feature in a landscape that is predominantly natural appearing and absent similar features.

**Sensitive Viewing Area No. 11**  
**PCT Trailhead at**  
**Boulder Oaks Campground**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-25**



Michael Clayton & Associates

The existing view to the north from Buckman Springs Road, approximately 0.1 mile south of the intersection with Old Highway 80. The view to the north is open and unobstructed. The West Buckman Springs Option would parallel the west ridge, north to its connection with the I-8 Alternative route at the I-8 span in the gap at the north end of the valley shown in the center right of the image. The West Buckman Springs Alternative would be a prominent, foreground industrial feature in a landscape that is natural in appearance.

**Sensitive Viewing Area No. 12**  
**Buckman Springs Road**

**SUNRISE POWERLINK**  
**RESPONSES TO COMMENTS**  
**Visual Resources**  
**Figure Ap.14-26**