

## **Exhibit T Recreation**

### **Boardman to Hemingway Transmission Line Project**



1221 West Idaho Street  
Boise, Idaho 83702

Todd Adams, Project Leader  
(208) 388-2740  
[tadams@idahopower.com](mailto:tadams@idahopower.com)

Zach Funkhouser, Permitting  
(208) 388-5375  
[zfunkhouser@idahopower.com](mailto:zfunkhouser@idahopower.com)

*Preliminary Application for Site Certificate*

*February 2013*

## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>T-1</b>
<b>2.0</b>	<b>APPLICABLE RULES AND STATUTES .....</b>	<b>T-1</b>
<b>3.0</b>	<b>ANALYSIS .....</b>	<b>T-2</b>
3.1	Analysis Area .....	T-2
3.2	Methods .....	T-3
3.2.1	Inventory Methods .....	T-3
3.2.2	Impacts Analysis Methods.....	T-4
3.3	Information Required by OAR 345-021-0010(1)(t) .....	T-6
3.3.1	Recreational Opportunities in the Analysis Area .....	T-6
3.3.2	Impacts to Recreational Opportunities .....	T-12
3.3.3	Mitigation .....	T-31
3.3.4	Maps.....	T-32
3.3.5	Monitoring.....	T-32
3.3.6	Additional Project Order Requirements .....	T-32
<b>4.0</b>	<b>CONCLUSIONS.....</b>	<b>T-33</b>
<b>5.0</b>	<b>SUBMITTAL AND APPROVAL COMPLIANCE MATRICES.....</b>	<b>T-33</b>
<b>6.0</b>	<b>RESPONSE TO COMMENTS FROM REVIEWING AGENCIES AND THE PUBLIC.....</b>	<b>T-34</b>
<b>7.0</b>	<b>REFERENCES.....</b>	<b>T-35</b>

## LIST OF TABLES

<b>Table T-1.</b>	Summary of Impacts to Important Recreational Opportunities .....	T-13
<b>Table T-2.</b>	Submittal Requirements Matrix .....	T-33
<b>Table T-3.</b>	Approval Standard .....	T-34
<b>Table T-4.</b>	Reviewing Public and Reviewing Agency Comments.....	T-35

## LIST OF ATTACHMENTS

Attachment T-1.	Figures
Attachment T-2.	List of Recreational Opportunities in the Analysis Area
Attachment T-3.	Importance Assessment for Recreational Opportunities in the Analysis Area

This page intentionally left blank.

## ACRONYMS AND ABBREVIATIONS

Note: Not all acronyms and abbreviations listed will appear in this Exhibit.

°C	degrees Celsius
4WD	4-wheel-drive
A	ampere
A/ph	amperes/phase
AC	alternating current
ACDP	Air Contaminant Discharge Permit
ACEC	Area of Critical Environmental Concern
ACSR	aluminum conductor steel reinforced
AIMP	Agricultural Impact Mitigation Plan
AMS	Analysis of the Management Situation
aMW	average megawatt
ANSI	American National Standards Institute
APE	Area of Potential Effect
APLIC	Avian Power Line Interaction Committee
ARPA	Archaeological Resource Protection Act
ASC	Application for Site Certificate
ASCE	American Society of Civil Engineers
ASP	Archaeological Survey Plan
AST	aboveground storage tank
ASTM	American Society of Testing and Materials
ATC	available transmission capacity
ATV	all-terrain vehicle
AUM	animal unit month
B2H	Boardman to Hemingway Transmission Line Project
BCCP	Baker County Comprehensive Plan
BCZSO	Baker County Zoning and Subdivision Ordinance
BLM	Bureau of Land Management
BMP	best management practice
BPA	Bonneville Power Administration
BOR	Bureau of Reclamation
C and D	construction and demolition
CAA	Clean Air Act
CadnaA	Computer-Aided Noise Abatement
CAFE	Corona and Field Effects
CAP	Community Advisory Process
CBM	capacity benefit margin
CFR	Code of Federal Regulations
CH	critical habitat
CIP	critical infrastructure protection
CL	centerline
cm	centimeter
cmil	circular mil
COA	Conservation Opportunity Area
CO <sub>2</sub> e	carbon dioxide equivalent
COM Plan	Construction, Operations, and Maintenance Plan

CPCN	Certificate of Public Convenience and Necessity
cps	cycle per second
CRP	Conservation Reserve Program
CRT	cathode-ray tube
CRUP	Cultural Resource Use Permit
CSZ	Cascadia Subduction Zone
CTUIR	Confederated Tribes of the Umatilla Indian Reservation
CWA	<i>Clean Water Act of 1972</i>
CWR	Critical Winter Range
dB	decibel
dBA	A-weighted decibel
DC	direct current
DoD	Department of Defense
DOE	U.S. Department of Energy
DOGAMI	Oregon Department of Geology and Mineral Industries
DPS	Distinct Population Segment
DSL	Oregon Department of State Lands
EA	environmental assessment
EDRR	Early Detection and Rapid Response
EIS	Environmental Impact Statement (DEIS for Draft and FEIS for Final)
EFSC or Council	Energy Facility Siting Council
EFU	Exclusive Farm Use
EHS	extra high strength
EMF	electric and magnetic fields
EPA	Environmental Protection Agency
EPC	Engineer, Procure, Construct
EPM	environmental protection measure
EPRI	Electric Power Research Institute
ERO	Electric Reliability Organization
ERU	Exclusive Range Use
ESA	Endangered Species Act
ESCP	Erosion and Sediment Control Plan
ESU	Evolutionarily Significant Unit
EU	European Union
FAA	Federal Aviation Administration
FCC	Federal Communication Commission
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FFT	find, fix, track, and report
FLPMA	Federal Land Policy and Management Act
Forest Plan	Land and Resource Management Plan
FPA	Forest Practices Act
FSA	Farm Services Agency
FWS	U.S. Fish and Wildlife Service
G	gauss
GeoBOB	Geographic Biotic Observation
GF	Grazing Farm Zone

GHG	greenhouse gas
GHz	gigahertz
GIL	gas insulated transmission line
GIS	geographic information system
GPS	Global Positioning System
GRMW	Grande Ronde Model Watershed
GRP	Grassland Reserve Program
HAC	Historic Archaeological Cultural
HCNRA	Hells Canyon National Recreation Area
HPFF	high pressure fluid-filled
HPMP	Historic Properties Management Plan
HUC	Hydrologic Unit Code
Hz	hertz
I-84	Interstate 84
ICC	International Code Council
ICES	International Committee on Electromagnetic Safety
ICNIRP	International Commission on Non-Ionizing Radiation Protection
IDAPA	Idaho Administrative Procedures Act
IDEQ	Idaho Department of Environmental Quality
IDFG	Idaho Department of Fish and Game
IDWR	Idaho Department of Water Resources
ILS	intensive-level survey
IM	Instructional Memorandum
INHP	Idaho Natural Heritage Program
INRMP	Integrated Natural Resources Management Plan
IPC	Idaho Power Company
IPUC	Idaho Public Utilities Commission
IRP	integrated resource plan
IRPAC	IRP Advisory Council
ISDA	Idaho State Department of Agriculture
JPA	Joint Permit Application
KCM	thousand circular mils
kHz	kilohertz
km	kilometer
KOP	Key Observation Point
kV	kilovolt
kV/m	kilovolt per meter
kWh	kilowatt-hour
L <sub>dn</sub>	day-night sound level
L <sub>eq</sub>	equivalent sound level
lb	pound
LCDC	Land Conservation and Development Commission
LDMA	Lost Dutchman's Mining Association
LiDAR	light detection and ranging
LIT	Local Implementation Team
LMP	land management plan
LOLE	Loss of Load Expectation
LRMP	land and resource management plan

LUBA	Land Use Board of Appeals
LWD	large woody debris
m	meter
mA	milliampere
MA	Management Area
MAIFI	Momentary Average Interruption Frequency Index
MCC	Malheur County Code
MCCP	Morrow County Comprehensive Plan
MCE	Maximum Credible Earthquake
MCZO	Morrow County Zoning Ordinance
mG	milligauss
MHz	megahertz
mm	millimeter
MMI	Modified Mercalli Intensity
MP	milepost
MPE	maximum probable earthquake
MRI	magnetic resonance imaging
MVAR	megavolt ampere reactive
Mw	mean magnitude
MW	megawatt
$\mu\text{V}/\text{m}$	microvolt per meter
N <sub>2</sub> O	nitrous oxide
NAIP	National Agriculture Imagery Program
NED	National Elevation Dataset
NEMS	National Energy Modeling System
NEPA	<i>National Environmental Policy Act of 1969</i>
NERC	North American Electric Reliability Corporation
NESC	National Electrical Safety Code
NF	National Forest
NFPA	National Fire Protection Association
NFS	National Forest System
NGDC	National Geophysical Data Center
NHD	National Hydrography Dataset
NHOTIC	National Historic Oregon Trail Interpretive Center
NHT	National Historic Trail
NIEHS	National Institute of Environmental Health Sciences
NIST	National Institute of Standards and Technology
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries	National Oceanic and Atmospheric Administration Fisheries Division
NOI	Notice of Intent to File an Application for Site Certificate
NOV	Notice of Violation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	noise sensitive receptor
NTTG	Northern Tier Transmission Group
NWGAP	Northwest Regional Gap Analysis Landcover Data

NWI	National Wetlands Inventory
NWPP	Northwest Power Pool
NWR	National Wildlife Refuge
NWSRS	National Wild and Scenic Rivers System
NWSTF	Naval Weapons Systems Training Facility
O <sub>3</sub>	ozone
O&M	operation and maintenance
OAIN	Oregon Agricultural Information Network
OAR	Oregon Administrative Rules
OATT	Open Access Transmission Tariff
ODA	Oregon Department of Agriculture
ODEQ	Oregon Department of Environmental Quality
ODF	Oregon Department of Forestry
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
ODOT	Oregon Department of Transportation
OHGW	overhead ground wire
OHV	off-highway vehicle
OPGW	optical ground wire
OPRD	Oregon Parks and Recreation Department
OPS	U.S. Department of Transportation, Office of Pipeline Safety
OPUC	Public Utility Commission of Oregon
OR	Oregon (State) Highway
ORBIC	Oregon Biodiversity Information Center
ORS	Oregon Revised Statutes
ORWAP	Oregon Rapid Wetland Assessment Protocol
OS	Open Space
OSDAM	Oregon Streamflow Duration Assessment Methodology
OSHA	Occupational Safety and Health Administration
OSSC	Oregon Structural Specialty Code
OSWB	Oregon State Weed Board
OWC	Oregon Wetland Cover
P	Preservation
PA	Programmatic Agreement
pASC	Preliminary Application for Site Certificate
PAT	Project Advisory Team
PCE	Primary Constituent Element
PEM	palustrine emergent
PFO	palustrine forested
PGA	peak ground acceleration
PGE	Portland General Electric
PGH	Preliminary General Habitats
Pike	Pike Energy Solutions
PNSN	Pacific Northwest Seismic Network
POD	Plan of Development
POMU	Permit to Operate, Maintain and Use a State Highway Approach
PPH	Preliminary Priority Habitats
Project	Boardman to Hemingway Transmission Line Project

PSD	Prevention of Significant Deterioration
PSS	palustrine scrub-shrub
R	Retention
R-F	removal-fill
RCM	Reliability Centered Maintenance
RCRA	Resource Conservation and Recovery Act
ReGAP	Regional Gap Analysis Project
RFP	request for proposal
RLS	reconnaissance-level survey
RMP	resource management plan
ROD	Record of Decision
ROE	right of entry
RNA	research natural area
ROW	right-of-way
SAIDI	System Average Interruption Duration Index
SAIFI	System Average Interruption Frequency Index
SC	Sensitive Critical
SEORMP	Southeastern Oregon Resource Management Plan
SF6	sulfur hexafluoride
Shaw	Shaw Environmental and Infrastructure, Inc.
SHPO	State Historic Preservation Office
SLIDO	Statewide Landslide Inventory Database for Oregon
SMS	Scenery Management System
SMU	Species Management Unit
SPCC	Spill Prevention, Containment, and Countermeasures
SRMA	Special Recreation Management Area
SRSAM	Salmon Resources and Sensitive Area Mapping
SSURGO	Soil Survey Geographic Database
STATSGO	State Soil Geographic Database
SUP	special-use permit
SV	Sensitive Vulnerable
SWPPP	Stormwater Pollution Prevention Plan
T/A/Y	tons/acre/year
TDG	Total Dissolved Gas
TES	threatened, endangered, and sensitive (species)
TG	Timber Grazing
TMIP	Transmission Maintenance and Inspection Plan
TNC	The Nature Conservancy
tpy	tons per year
TSD	treatment, storage, and disposal
TV	television
TVES	Terrestrial Visual Encounter Surveys
TVMP	Transmission Vegetation Management Program
UBAR	Umatilla Basin Aquifer Restoration
UBWC	Umatilla Basin Water Commission
UCDC	Umatilla County Development Code
UCZPSO	Union County Zoning, Partition and Subdivision Ordinance
UDP	Unanticipated Discovery Plan

U.S.	United States
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USDA	U.S. Department of Agriculture
USFS	U.S. Department of Agriculture, Forest Service
USGS	U.S. Geological Survey
UWIN	Utah Wildlife in Need
V/C	volume to capacity
V	volt
VAHP	Visual Assessment of Historic Properties
VMS	Visual Management System
VQO	Visual Quality Objective
VRM	Visual Resource Management
WAGS	Washington ground squirrel
WCU	Wilderness Characteristic Unit
WECC	Western Electricity Coordinating Council
WHO	World Health Organization
WMA	Wildlife Management Area
WOS	waters of the state
WOUS	waters of the United States
WPCF	Water Pollution Control Facility
WR	winter range
WRCC	Western Regional Climate Center
WRD	(Oregon) Water Resources Division
WRP	Wetland Reserve Program
WWE	West-wide Energy
XLPE	cross-linked polyethylene

# 1 Exhibit T 2 Recreation

## 3 1.0 INTRODUCTION

4 Exhibit T demonstrates that the Boardman to Hemingway Transmission Line Project (Project)  
5 complies with the approval standard for protection of important recreational opportunities, in  
6 accordance with Oregon Administrative Rule (OAR) 345-022-0100, based on information  
7 provided pursuant to OAR 345-021-0010(1)(t), paragraphs (A) through (E).

8 Specifically, Exhibit T demonstrates that Idaho Power Company (IPC) has designed the Project,  
9 including its construction and operation, to avoid significant adverse impact on important  
10 recreation opportunities within the analysis area. Although construction of the Project will likely  
11 result in some intermittent disruption of access to recreation sites, IPC does not expect that  
12 construction and operations of the Project will result in permanent loss of opportunity for any  
13 important recreation resources.

## 14 2.0 APPLICABLE RULES AND STATUTES

15 The Oregon Energy Facility Siting Council (EFSC or Council) recreation approval standard is  
16 set forth in OAR 345-022-0100. Under OAR 345-022-0100, the Council must find through  
17 appropriate study that:

18 (1) *Except for facilities described in section (2), to issue a site certificate, the Council must*  
19 *find that the design, construction and operation of a facility, taking into account*  
20 *mitigation, are not likely to result in a significant adverse impact to important recreational*  
21 *opportunities in the analysis area as described in the project order. The Council shall*  
22 *consider the following factors in judging the importance of a recreational opportunity:*

- 23 (a) *Any special designation or management of the location;*
- 24 (b) *The degree of demand;*
- 25 (c) *Outstanding or unusual qualities;*
- 26 (d) *Availability or rareness;*
- 27 (e) *Irreplaceability or irretrievability of the opportunity.*

28 (2) *The Council may issue a site certificate for a special criteria facility under OAR 345-015-*  
29 *0310 without making the findings described in section (1). However, the Council may*  
30 *apply the requirements of section (1) to impose conditions on a site certificate issued for*  
31 *such a facility.*

32 To demonstrate compliance with this standard, and in accordance with OAR 345-021-  
33 0010(1)(t), Exhibit T must include the following:

- 34 (A) *A description of the recreational opportunities in the analysis area that includes*  
35 *information on the factors listed in OAR 345-022-0100(1) as a basis for identifying*  
36 *important recreational opportunities.*
- 37 (B) *A description of any significant potential adverse impacts to the important opportunities*  
38 *identified in (A) including, but not limited to:*
  - 39 (i) *Direct or indirect loss of a recreational opportunity as a result of facility*  
40 *construction or operation.*
  - 41 (ii) *Noise resulting from facility construction or operation.*
  - 42 (iii) *Increased traffic resulting from facility construction or operation.*
  - 43 (iv) *Visual impacts of facility structures or plumes.*

- 1 (C) *A description of any measures the applicant proposes to avoid, reduce or otherwise*  
2 *mitigate the significant adverse impacts identified in (B).*
- 3 (D) *A map of the analysis area showing the locations of important recreational*  
4 *opportunities identified in (A).*
- 5 (E) *The applicant's proposed monitoring program, if any, for impacts to important*  
6 *recreational opportunities.*

7 In addition, the Project Order requires Exhibit T to include the following specific information:

- 8 • *The application should analyze the importance of recreational opportunities using the*  
9 *factors listed in OAR 345-022-0100(1), and describe any significant potential adverse*  
10 *impacts to important recreational opportunities, and measures proposed to avoid,*  
11 *minimize or mitigate those impacts. The application should include proposed efforts to*  
12 *avoid such impacts by route adjustments or project design, or describe why alternate*  
13 *alignments were not available. The application should address all recreational resources*  
14 *cited in public comments (see Section VII of this order).*

15 From Section VIII of Project Order:

- 16 • *Commenters expressed concern about the proposed facility's impacts to recreation*  
17 *areas along the entire route. Exhibit T should address potential impacts to recreational*  
18 *opportunities in the analysis area, including, but not limited to, construction and*  
19 *operation impacts from roads, increased traffic, new access routes (such as to all-terrain*  
20 *vehicles), noise. Visual impacts should also be considered.*

21 As documented in Table T-2 (Submittal Requirements Matrix), IPC has drafted Exhibit T to  
22 respond to each paragraph of OAR 345-021-0010(1)(t) described above, as well as the  
23 additional requirements set forth in the Project Order.

## 24 **3.0 ANALYSIS**

### 25 **3.1 Analysis Area**

26 Pursuant to the Project Order, the analysis area for Exhibit T is the area within the Site  
27 Boundary and 2 miles from the Site Boundary. The Site Boundary is defined in OAR 345-001-  
28 0010(55) as "the perimeter of the site of a proposed energy facility, its related or supporting  
29 facilities, all temporary laydown and staging areas, and all corridors and micro-siting corridors  
30 proposed by the applicant." The Site Boundary for the Project includes the following related and  
31 supporting facilities in Oregon:

- 32 • Proposed Corridor: 277.2 miles of 500-kilovolt (kV) transmission line corridor, 5.0 miles  
33 of double circuit 138/69-kV transmission line corridor, and 0.3 mile of 138-kV  
34 transmission line corridor.
- 35 • Alternate Corridor Segments: Seven alternate corridor segments consisting of  
36 approximately 134.1 miles that could replace certain segments of the Proposed Corridor.  
37 IPC has proposed these alternate corridor segments in order to allow flexibility for IPC  
38 and EFSC, as well as federal agencies, to reconcile competing resource constraints in  
39 several key locations.
- 40 • One proposed substation expansion of 3 acres; two alternate substation sites (one 3-  
41 acre substation expansion and one new 20-acre substation). IPC ultimately needs to  
42 construct and operate only one substation expansion or substation in the Boardman  
43 area.

- 1 • Eight communication station sites of less than one acre each in size; four alternate  
2 communication station sites along alternate corridor segments.
- 3 • Temporary and permanent access roads.
- 4 • Temporary multi-use areas, pulling and tensioning sites, and fly yards.

5 The features of the Project are fully described in Exhibit B and the Site Boundary for each  
6 Project feature is described in Exhibit C, Table C-21. The location of the Project (Site Boundary)  
7 is outlined in Exhibit C.

## 8 **3.2 Methods**

### 9 **3.2.1 Inventory Methods**

10 The initial step in assessing the potential impact of the Project on important recreational  
11 opportunities was to identify recreational opportunities occurring within the 2-mile analysis area  
12 around the Site Boundary. Recreational opportunities areas were identified through a systematic  
13 search process using existing Geographic Information System (GIS) data, maps, reports, guide  
14 books, websites, and similar sources likely to provide site-specific information about recreational  
15 opportunities in the analysis area. The search focused primarily on information sources  
16 maintained by likely or potential recreation providers, including federal land management  
17 agencies, state fish and wildlife and parks agencies, county and municipal governments, non-  
18 governmental organizations, and private-sector associations with a recreation focus. As  
19 indicated by this list, the inventory included recreational opportunities provided by both public  
20 and private-sector entities. Specific types of information sources reviewed during the inventory  
21 included the following:

- 22 • GIS files documenting land areas and sites potentially associated with recreational  
23 resources managed by key public agencies, including the Bureau of Land Management  
24 (BLM), U.S. Department of Agriculture, Forest Service (USFS, including both the  
25 Umatilla National Forest [Umatilla NF] and Wallowa-Whitman National Forest [Wallowa-  
26 Whitman NF]), U.S. Fish and Wildlife Service (USFWS), Oregon Department of Parks  
27 and Recreation (OPRD), and Oregon Department of Fish and Wildlife (ODFW).
- 28 • Published maps with geographic coverage applicable to the analysis area, including U.S.  
29 Geological Survey (USGS), BLM, and USFS maps and the *Oregon Atlas and Gazetteer*  
30 (DeLorme 2004), which includes topographic maps and data on a wide variety of  
31 recreational opportunities.
- 32 • Land management agency planning documents, including the Land and Resource  
33 Management Plans for the two national forests in the analysis area, BLM Resource  
34 Management Plans (RMPs) for lands in the analysis area, and USFWS planning  
35 documents for the Umatilla National Wildlife Refuge (NWR).
- 36 • BLM and USFS lists of recreation sites, features, and activities.
- 37 • Comprehensive plans, park and recreation plans, and individual park master plans  
38 prepared by OPRD and by counties and municipal governments within the analysis area.
- 39 • Internet sites maintained by recreation provider agencies, including the Umatilla NF,  
40 Wallowa-Whitman NF, BLM Vale and Boise Districts, OPRD, ODFW, and county and  
41 city park departments.
- 42 • Internet sites maintained by various other governmental and commercial entities,  
43 including sites providing general recreation and tourism information (e.g., Travel Oregon  
44 and regional-level visitor and tourism organizations) and sites applicable to specific

1 private-sector recreation opportunities (e.g., the Oregon Golf Association, recreational  
2 vehicle [RV] camping guides).

3 Attachment T-1 is a set of maps showing the locations of the recreational opportunities in the  
4 analysis area that were identified through the search process described above. Table T-2-1 in  
5 Attachment T-2 is a list of the recreational opportunities identified within the analysis area with  
6 their distance and direction to the IPC Proposed Corridor or alternate corridor segments.

7 The identified recreational opportunities were then evaluated against the importance criteria  
8 listed in OAR 345-022-0100(1)(a) – (e). Attachment T-3 lists the recreational opportunities within  
9 the analysis area and provides qualitative ratings for the five importance criteria for each  
10 opportunity, and the conclusion as to whether the opportunity was considered important based  
11 on the evaluation. Figures T-1-1 through T-1-5 in Attachment T-1 show the locations of the  
12 important recreational opportunities in the analysis area.

### 13 **3.2.2 Impacts Analysis Methods**

14 Once the important recreational opportunities were identified, the next step was to evaluate and  
15 describe “any significant potential adverse impacts to the important opportunities identified in (A)  
16 including, but not limited to the following, as set forth in Exhibit T requirements:

17 (i) Direct or indirect loss of a recreational opportunity as a result of facility construction or  
18 operation.

19 (ii) Noise resulting from facility construction or operation.

20 (iii) Increased traffic resulting from facility construction or operation.

21 (iv) Visual impacts of facility structures or plumes.”

#### 22 **3.2.2.1 Direct and Indirect Loss**

23 Impacts from the Project which may result in potential loss of important recreational opportunity  
24 were evaluated based on review of Project engineering plans (indicating the preliminary  
25 locations of specific Project facilities) relative to the locations of the important recreational  
26 opportunities. A direct loss of opportunity could occur where the Project footprint overlapped the  
27 location of a recreational opportunity, indicating that displacement of an existing recreational  
28 use could be expected. An indirect loss of opportunity could occur where Project construction or  
29 operation activity would occur sufficiently close to a recreational opportunity or where access to  
30 an existing recreational use might be affected. An indirect loss of opportunity primarily applies to  
31 cases where construction activity might require temporary closures or access restrictions for  
32 recreational opportunities.

#### 33 **3.2.2.2 Noise Impacts**

34 Project noise impacts are evaluated in Exhibit X. Section 3.2.1 of Exhibit X provides a review of  
35 construction noise sources. Section 3.4.1.1 of Exhibit X discusses a screening-level evaluation  
36 of predicted construction noise levels, and how those would relate to receptor locations. Table  
37 X-3 in Exhibit X indicates that the noise from construction sources would attenuate (decrease)  
38 rapidly with distance from the source. For example, the composite construction noise level  
39 during erection of the support structures (the highest composite noise level among the four  
40 phases of Project construction) will be 95 A-weighted decibels (dBA) at a location 50 feet from  
41 the source and 60 dBA at a location 1,000 feet from the source. Table X-3 also shows that the  
42 composite construction noise at 1,000 feet from the source will be 51 dBA during the site access  
43 and preparation, 56 dBA during installation of structure foundations, and 52 dBA during the  
44 stringing phase. The construction noise impact discussion notes that no single receptor will be  
45 exposed to significant construction noise levels for an extended period, because work in the

1 proximity of any single location will last no more than a few days to a week. The impact  
2 assessment for Exhibit T followed a similar approach; it considered the proximity of construction  
3 noise sources to the respective recreational areas and the timing aspects of the construction  
4 noise to make conclusions regarding the significance of construction noise at each recreation  
5 area.

6 Section 3.2.2 of Exhibit X provides a review of operational noise sources. Attachment X-2 to Exhibit  
7 X documents calculation of audible noise levels associated with Project operation under various  
8 conditions. The worst-case audible noise level, with the line operating at 550 kV (a 10 percent  
9 overvoltage condition) at an altitude of 5,380 feet (the highest elevation along the Proposed  
10 Corridor) under foul weather conditions, was calculated at 58 dBA under the line, 52 dBA at the  
11 edges of the right-of-way (ROW; 125 feet from the centerline), and 48 dBA at 300 feet from the  
12 edge of the ROW. Foul-weather sound levels will be less than these worst-case levels at lower  
13 elevations; for example, edge-of-ROW sound levels will be approximately 47.5 dBA at an elevation  
14 of 1,000 feet and 49 dBA at an elevation of 2,300 feet. Section 3.4.1.2 and Attachment X-5 of  
15 Exhibit X discuss predicted operational noise levels at receptor locations with respect to the  
16 maximum sound levels permitted by regulation and the maximum permissible increase above the  
17 ambient sound level (the ambient anti-degradation standard). Exhibit X includes technical  
18 information demonstrating that operational noise would be low-level at locations beyond 0.5 mile  
19 from the Project. The impact assessment for Exhibit T applied modeled operational noise contours  
20 for the Project and applicable information from Exhibit X to address the potential for operational  
21 noise-based impacts on users of the important recreational opportunities.

### 22 3.2.2.3 *Traffic Impacts*

23 Traffic impacts during construction will be intermittent and temporary, and therefore will be  
24 insignificant for all recreational opportunities evaluated. Traffic impacts resulting from long-term  
25 operation of the proposed Project will be negligible, and therefore will likewise be insignificant  
26 for all recreational opportunities. For more information on expected traffic demands associated  
27 with the Project, refer to Exhibit U.

### 28 3.2.2.4 *Visual Impacts*

29 Exhibit T also applies results from Exhibit R and Attachment R-1 to address the potential for  
30 visual effects on important recreational opportunities. The analysis documented in Exhibit R was  
31 based on review of topographic maps, aerial and ground-level photography, viewshed maps,  
32 available literature on the protected areas, field observations, and simulations of expected visual  
33 conditions with the Project. Viewshed mapping for this analysis employed a bare-earth  
34 approach, which identifies areas where the Project would potentially be visible based on  
35 topography alone, without considering the possible screening effects of vegetation. While parts  
36 of the analysis area have extensive tree cover that would limit views in specific locations, the  
37 bare-earth viewshed analysis approach was used to represent the maximum potential for  
38 Project visibility. The visual impact assessment documented in detail in Exhibit R and  
39 Attachment R-1 included identification of a visual impact level for each Key Observation Point  
40 (KOP) included in the analysis. The visual impact levels were determined through a systematic  
41 rating process that accounted for two main components: the expected visual resource change  
42 (the change in visual quality with the Project) and the expected viewer response to that change.  
43 The visual resource change for each KOP was based on the existing scenic quality and the  
44 degree of visual contrast created by the Project. The viewer response was based on the  
45 sensitivity to visual change for the viewer group(s) likely to be present at a KOP, the duration of  
46 the view, and the numbers of viewers. Visual impact levels were identified for the KOPs using a  
47 scale ranging from Low (or none, if the Project would not be visible) to High, following an impact  
48 rating matrix presented in Table R-1 in Exhibit R. Refer to Exhibit R, Section 3.3 for more  
49 specific discussion of methods used in the analysis of scenic resources.

### 3.3 Information Required by OAR 345-021-0010(1)(t)

#### 3.3.1 Recreational Opportunities in the Analysis Area

##### OAR 345-021-0010(1)(t)(A)

A description of the recreational opportunities in the analysis area that includes information on the factors listed in OAR 345-022-0100(1) as a basis for identifying important recreational opportunities.

The Site Boundary for the Project passes within 2 miles of 16 recreational opportunities. Following the importance criteria outlined in OAR 345-022-0100(1), IPC concluded that 12 of the 16 resources inventoried were important recreational opportunities. Three recreational opportunities are within the Site Boundary and are crossed by the Proposed Corridor or an alternate corridor segment; two of these were determined to be important recreational opportunities.

The importance assessment for each opportunity reflected the joint consideration of characteristics for all five importance factors, and no specific factor was given extra weight in the determination. All of the opportunities determined to be important have clear indications of importance for at least two of the five factors, such as special designation, rareness, and/or irreplaceability. The four resources determined not to be important are all replaceable, provide recreation opportunities that are relatively common within the surrounding area, and have relatively limited use and/or capacity.

The following discussion includes a summary description of each recreational opportunity within the analysis area. The assessment of importance for these opportunities is documented in Attachment T-3, Table T-3-1.

##### 3.3.1.1 Umatilla National Wildlife Refuge

The Umatilla NWR, which is part of the Mid-Columbia River NWRs, comprises six units; two are located in Oregon, three are in Washington, and one is in the Columbia River. These six units include a mix of open water, sloughs, shallow marsh, seasonal wetlands, cropland, islands, and shrub steppe upland habitats. This NWR is vital to migratory waterfowl, bald eagles, colonial nesting birds, and other migratory and resident wildlife.

The northern end of the Longhorn Alternate Corridor Segment is 1.2 to 12.0 miles from various parts of this NWR. Recreational use areas within the McCormack Unit of the refuge, located northeast of Boardman, are within approximately 1.5 miles of the Longhorn Alternate. Specific resources include a boat ramp, trail, and auto tour route on McCormack Slough. Recreational opportunities in this area include wildlife viewing, interpretation, hunting, fishing, and hiking (USFWS 2008, 2012a). As explained in Attachment T-3, Table T-3-1, this is an important resource because of its designation status, high level of use, rareness, and irreplaceable character.

##### 3.3.1.2 Coyote Springs Wildlife Area

The Coyote Springs Wildlife Area is a 160-acre parcel of federal land under the jurisdiction of the Bureau of Reclamation (BOR). The property is surplus to agency needs and is managed as wildlife habitat by the ODFW under lease from the BOR. Land cover within the area includes grasslands, sagebrush-steppe, intermittently flooded wetlands, and irrigated cropland. The wildlife area is crossed by Interstate 84 (I-84), a railroad line, and three existing transmission lines, and is adjacent to industrial and agricultural land uses. Public access for wildlife-oriented recreation (excluding big game hunting) is allowed; access is via a small parking area on the west side of the unit (ODFW 2008). The northern terminus of the Longhorn Alternate is located

1 approximately 0.5 mile to the east of the eastern boundary of the Coyote Springs Wildlife Area.  
2 Given the fact that this resource provides a relatively common recreational opportunity, is not  
3 irreplaceable, and experiences limited recreational use, this is not an “important” resource within  
4 the meaning of OAR 345-021-0010(1)(t)(A). See Attachment T-3, Table T-3-1.

### 5 3.3.1.3 *Blue Mountain Forest State Scenic Corridor*

6 The Blue Mountain Forest State Scenic Corridor (Blue Mountain Corridor) is a designated unit of  
7 the Oregon state park system and is administered by the OPRD. The Blue Mountain Corridor  
8 lies along the former route of the Old Oregon Trail Highway (old U.S. Highway 30; I-84 is now  
9 designated as the Old Oregon Trail Highway), and was established to protect one of the few  
10 remaining examples of mature evergreen forest along the I-84 corridor between The Dalles,  
11 Oregon, and Ogden, Utah (OPRD 2012a). The Blue Mountain Corridor boundary includes  
12 approximately 990 acres within five separate parcels, two of which are entirely outside the  
13 analysis area. In general, the parcels are relatively long, narrow, linear features. With the  
14 exception of a designated viewpoint at one location, there are no developed facilities to support  
15 recreational use. Visitors typically access the Blue Mountain Corridor via one or more of three I-  
16 84 interchanges that allow access. Viewing scenery, forest communities, and wildlife are the  
17 primary activities for this resource. The Blue Mountain Corridor is typically experienced from  
18 within a vehicle.

19 From northwest to southeast, the Blue Mountain Corridor begins in the vicinity of Deadman’s  
20 Pass, as the route climbs Emigrant Hill into the Blue Mountains. The first corridor parcel spans a  
21 stretch of Old Emigrant Hill Road for approximately 0.5 mile near the headwaters of Mission and  
22 Cottonwood Creeks. Approximately 2 miles farther east, the second Blue Mountain Corridor  
23 parcel follows I-84 and Old Emigrant Hill Road to the east and south for about 6.4 miles. This  
24 parcel ends just southeast of Emigrant Springs State Heritage Area and about 2 miles north of  
25 the small community of Meacham. These first two parcels of the Blue Mountain Corridor are  
26 both located entirely outside the 2-mile analysis area and are not discussed further in Exhibit T.

27 The third Blue Mountain Corridor parcel begins just south of Meacham and follows I-84 for 1.4  
28 miles. It then angles south for approximately 3.6 miles along Old Emigrant Hill Scenic Frontage  
29 Road to Kamela, with approximately the last 0.5 mile in Union County. Virtually the entire parcel  
30 is within the analysis area. The Proposed Corridor in this area is 1 to 2 miles to the west from  
31 the Blue Mountain Corridor. The southern end of this Blue Mountain Corridor parcel at Kamela  
32 is about 0.4 mile from the Proposed Corridor.

33 After a gap of less than 1 mile, the fourth Blue Mountain Corridor segment begins about 0.7 mile  
34 southeast of Kamela, and follows Old Emigrant Hill Scenic Frontage Road and the Union Pacific  
35 Railroad for approximately 2 miles. This Blue Mountain Corridor parcel is located from 1 to 1.5  
36 mile west of I-84 in Railroad Canyon. Here the Blue Mountain Corridor runs generally parallel to  
37 the Proposed Corridor, with a separation distance ranging from approximately 250 to 950 feet.

38 The fifth parcel of the Blue Mountain Corridor begins near Motanic and extends to the southeast  
39 and east for nearly 3 miles. The eastern end of this parcel is just on the east side of I-84 near  
40 Exit 248, about 11 miles northwest of La Grande. This parcel is also located within Railroad  
41 Canyon and follows the course of Dry Creek, Old Emigrant Hill Scenic Frontage Road, and the  
42 Union Pacific Railroad. Most of this Blue Mountain Corridor parcel is roughly parallel to I-84 and  
43 is located about 0.5 mile to 1 mile southwest of the highway. The Proposed Corridor runs  
44 parallel to the Blue Mountain Corridor for about 1.3 miles, at a distance of 0.3 mile or less, then  
45 crosses the Blue Mountain Corridor near the point where the latter turns to the east. As  
46 explained in Attachment T-3, Table T-3-1, this is an important resource because of its  
47 designation status, rareness, and irreplaceable character.

#### 1 3.3.1.4 Oregon Trail Interpretive Park at Blue Mountain Crossing

2 The Wallowa-Whitman NF provides the Oregon Trail Interpretive Park at Blue Mountain  
3 Crossing as a day-use recreation facility oriented to the historic Oregon Trail. The site is on a  
4 forested ridge approximately 0.6 mile to the northeast of I-84 and 1.1 mile northeast of the  
5 Proposed Corridor. Access is via Exit 248 on I-84 to the Old Emigrant Hill Scenic Frontage  
6 Road and Forest Road 1843. Facilities include a picnic area and a trailhead serving interpretive  
7 trails that access well-preserved evidence of Oregon Trail use, including wagon ruts and scars  
8 on trees. As explained in Attachment T-3, Table T-3-1, this is an important resource because of  
9 its designation status, rareness, and irreplaceable character.

#### 10 3.3.1.5 Blue Mountain Crossing Day-Use Area/Sno-Park

11 The Blue Mountain Crossing Day-Use Area/Sno-Park is a small developed recreation facility  
12 operated by the USFS (2012). The site is located just west of I-84 near Exit 248 in Union County  
13 and is accessed via the Old Emigrant Hill Scenic Frontage Road. The site is used primarily for  
14 cross-country skiing, snowshoeing and related winter recreation activities. Site facilities are  
15 limited to a parking area and signage, and portable toilets that are present during the winter  
16 season. The USFS categorizes the use level as light. The Proposed Corridor is located  
17 approximately 0.3 mile southwest of the site. Given the fact that this resource provides a  
18 relatively common recreational opportunity, is not irreplaceable, and possesses neither a special  
19 designation nor unusual qualities, it is not an "important" resource within the meaning of OAR  
20 345-021-0010(1)(t)(A). See Attachment T-3, Table T-3-1.

#### 21 3.3.1.6 Spring Creek Campground

22 The Wallowa-Whitman NF operates the Spring Creek Campground as an overnight recreation  
23 facility. The site is in a forested area approximately 1.5 mile to the southwest of I-84 near Exit  
24 248. Access is via Exit 248 to the Spring Creek Road and Forest Road 21. Facilities include  
25 vault toilets and four campsites with picnic tables and firepits. The USFS (2012) categorizes the  
26 use level as light and does not charge fees for use of the campground. The Proposed Corridor  
27 is located 0.8 mile northeast of the campground. Given the fact that this resource provides a  
28 relatively common recreational opportunity, is not irreplaceable, possesses neither a special  
29 designation nor unusual qualities, and is infrequently used, it is not an "important" resource  
30 within the meaning of OAR 345-021-0010(1)(t)(A). See Attachment T-3, Table T-3-1.

#### 31 3.3.1.7 Hilgard Junction State Park

32 Hilgard Junction State Park is a designated unit of the Oregon state park system and is  
33 administered by the OPRD. The park property includes three parcels and a total of 1,084 acres.  
34 The park extends along I-84 for more than 4 miles, with almost all of the acreage located on the  
35 south side of the highway. The western end of the park is slightly to the west of the I-84  
36 interchange with State Highway 244 (Exit 252, Hilgard Junction), which is 8 miles west of La  
37 Grande. The eastern end of the park is at Wilson Canyon, about 2 miles from the western  
38 outskirts of La Grande.

39 The developed facilities at the park are located south of the interchange and on the north bank  
40 of the Grande Ronde River. The facilities include an Oregon Trail interpretive shelter and a  
41 campground with 18 recreational vehicle (RV, with a 30-foot maximum length) and tent camping  
42 sites, potable water, and restrooms with flush toilets along the river upstream of the State  
43 Highway 244 bridge across the river (OPRD 2012a). A day-use area with picnic tables, water,  
44 restrooms, and horseshoe pits is situated downstream of the bridge. In addition to camping and  
45 picnicking, the park is popular for fishing, rafting trips, and other water-based activities. The  
46 Proposed Corridor is located 1 mile southwest of the park campground. As explained in

1 Attachment T-3, Table T-3-1, this is an important resource because of its designation status,  
2 rareness, and special qualities.

### 3 3.3.1.8 *Morgan Lake Park*

4 Morgan Lake Park is one of 11 municipal parks provided by the City of La Grande, Parks and  
5 Recreation Department. The park is unusual in that it is located outside the city limits,  
6 approximately 3 miles southwest of La Grande, and accommodates overnight camping. The  
7 park includes 204.5 acres and is considered a regional park (City of La Grande 2009). Park  
8 facilities include 12 campsites, 5 barbeque pits, 4 fishing piers, and a restroom, boat launch,  
9 and floating dock. There is no fee for camping and no motors are allowed on the lake (City of La  
10 Grande 2012). The lake provides year round fishing opportunity. The Proposed Corridor is  
11 located 0.8 mile southwest of the park. As explained in Attachment T-3, Table T-3-1, this is an  
12 important resource primarily because of its unique designation status as a city park, rareness,  
13 and special qualities.

### 14 3.3.1.9 *Ladd Marsh Wildlife Area*

15 The Ladd Marsh Wildlife Area is managed by the ODFW and located about 6 miles southeast of  
16 La Grande in southern Union County. The southwestern corner of the wildlife area is  
17 approximately 1.3 miles northeast of the Proposed Corridor. The wildlife area has 6,019 acres of  
18 land comprising eight Habitat Management Units and is divided into three large parcels by I-84  
19 and State Highway 203. It encompasses one of the largest wetlands in northeast Oregon which  
20 provides habitat for breeding and nesting water fowl and other water birds. The management  
21 plan for Ladd Marsh identifies goals to protect, enhance, and manage wetland and upland  
22 habitats to benefit a variety of fish and wildlife species, and to provide the public with wildlife-  
23 oriented recreational and educational opportunities that are compatible with the habitat goals  
24 (ODFW 2008).

25 Visitors to Ladd Marsh can enjoy hiking, wildlife viewing (primarily bird watching), fishing, and  
26 hunting. Two small units within the wildlife area are open to the public use year-round, two other  
27 units are closed to public entry at all times, and the remainder of the units have various types of  
28 seasonal, day-of-week, and/or travel (e.g., foot traffic only) restrictions (ODFW 2012). The Tule  
29 Lake Public Access Area at the eastern end of the wildlife area has the greatest level of  
30 development for recreational use, with a parking area, restrooms, a viewing blind and viewing  
31 platform, and a loop trail system. Small parking areas are provided at 17 other locations  
32 distributed around the periphery of the wildlife area, and restrooms are provided at one other  
33 location on Peach Road near the Tule Lake area. The western end of the wildlife area (roughly,  
34 the part west of I-84) is within the analysis area; this area includes two parking areas located on  
35 Foothill Road and a trail in the Glass Hill Unit, which is open from April 1 through January 31 for  
36 foot and horse traffic only. As explained in Attachment T-3, Table T-3-1, this is an important  
37 resource because of its designation status, high level of use, rareness, and irreplaceable  
38 character.

### 39 3.3.1.10 *Oregon Trail Area of Critical Environmental Concern (ACEC) – National 40 Historic Oregon Trail Interpretive Center (NHOTIC) Parcel*

41 The BLM Vale District has designated seven parcels of public lands with remnants of the  
42 Oregon National Historic Trail as the Oregon Trail Area of Critical Environmental Concern  
43 (ACEC). The seven parcels are distributed over a wide area and include a total of 1,495 acres.  
44 One of the parcels, the Echo Meadows site, is located southwest of Stanfield in Umatilla County  
45 and is outside the analysis area. The remaining six parcels range from a northerly location in the  
46 Blue Mountains near Meacham in Umatilla County to a southerly location near Weatherby in  
47 Baker County. One of these parcels is located a short distance outside the analysis area, while

1 the other five parcels are within 2 miles of the Proposed Corridor. The lands in this ACEC are  
2 managed to preserve the historic resources and visual qualities of these areas. The current  
3 Baker Resource Area RMP indicates that “New uses incompatible with maintaining visual  
4 qualities or providing public interpretation will be excluded in a ½-mile corridor” (BLM 1989).

5 The parcel including the National Historic Oregon Trail Interpretive Center (NHOTIC) is the only  
6 one of the six parcels that currently has a significant recreational use component. Consequently,  
7 Exhibit T focuses on conditions applicable to the NHOTIC parcel.

8 The NHOTIC parcel is found along the north side of State Highway 86, 4 miles northeast of  
9 Baker City. This is the largest of the ACEC parcels, at 507 acres (BLM 1989), and receives the  
10 greatest level of recreational use. The Interpretive Center itself is located on the top of Flagstaff  
11 Hill and has extensive views, including west across Baker Valley to the Blue Mountains and to  
12 the southeast across Virtue Flat. The Proposed Corridor passes approximately 0.4 mile to the  
13 southeast of the NHOTIC parcel, and 1.2 miles from the Interpretive Center building.

14 Facilities at the site include the main Interpretive Center building, with exhibit galleries; a theater  
15 and a gift shop; outdoor exhibits, including a pioneer wagon encampment, a replica stamp mill,  
16 and a historic gold mine; picnic facilities; and 4 miles of interpretive trails, including a trail to a 1-  
17 mile-long stretch of Oregon Trail ruts (BLM 2012). BLM (2011) reported over 66,000 visitors to  
18 the Interpretive Center site in 2009. As explained in Attachment T-3, Table T-3-1, this is an  
19 important resource because of its designation status, high level of use, outstanding quality, and  
20 irreplaceable character.

### 21 3.3.1.11 *Virtue Flat Special Recreation Management Area (SRMA)/Off-Highway* 22 *Vehicle (OHV) Park*

23 The BLM manages an area in Baker County northeast of Baker City and I-84 as the Virtue Flat  
24 Off-Highway Vehicle (OHV) Play Area. Existing OHV use on 4,260 acres in two parcels was  
25 documented in the Baker RMP (BLM 1989) that is currently in effect. The Proposed Corridor  
26 crosses the western end of the OHV area. The Baker Field Office Draft RMP (BLM 2011)  
27 indicates the Virtue Flat OHV Area was established in 1980, and proposes to manage 4,918  
28 acres with 61 miles of trails as a Special Recreation Management Area (SRMA). The OHV area  
29 includes rolling sagebrush hills and rocky terrain that offers a variety of challenges and is  
30 available year-round for all classes of OHVs, including motorcycles, four-wheel drive vehicles,  
31 and quad all-terrain vehicles (BLM 2012). Facilities at the site include a staging area with a  
32 seasonal restroom, a loading ramp, parking, bulletin boards, and maps. Virtue Flat accounts for  
33 the 9,022 participants on OHV travel reported for the Baker Resource Area for 2009 (BLM  
34 2011). As explained in Attachment T-3, Table T-3-1, this is an important resource because of  
35 high local and regional demand, frequent use, and special designation as a SRMA.

### 36 3.3.1.12 *Blue Bucket Lost Dutchman’s Mining Association (LDMA) Camp*

37 The Lost Dutchman’s Mining Association (LDMA), a recreational gold prospecting club, owns a  
38 property of approximately 118 acres near Weatherby in Baker County that it operates as a site  
39 for recreational gold panning and camping by members. Known as the Blue Bucket Camp, the  
40 property has flat areas that are used for camping and some availability of electricity and water,  
41 with limited or no additional facilities developed to support recreational use (Gold Prospectors  
42 Association of America 2013). The site is only open to LDMA members, who number  
43 approximately 5,000 and have access to approximately 14 LDMA properties nationwide  
44 (Funding Universe 2013). The 138/69-kV Rebuild crosses the LDMA parcel and the Proposed  
45 Corridor is located approximately 0.2 mile to the east. Given the fact that this resource provides  
46 a relatively common recreational opportunity, experiences only limited use, and does not offer

1 many amenities, it is not an “important” resource within the meaning of OAR 345-021-  
2 0010(1)(t)(A). See Attachment T-3, Table T-3-1.

### 3 *3.3.1.13 Farewell Bend State Recreation Area*

4 Farewell Bend State Recreation Area is a designated unit of the Oregon state park system and  
5 is administered by the OPRD. The park is located about 3 miles southeast of Huntington in  
6 Baker County on the west shore of the Snake River’s Brownlee Reservoir. The Proposed  
7 Corridor and the Willow Creek Alternate Corridor Segment are located 5 miles and 1.8 miles,  
8 respectively, northwest of the park. The principal facilities at the park are a campground with 91  
9 sites with electricity and water and 30 tent sites, and restrooms with flush toilets and showers; a  
10 boat ramp and large parking area; a wastewater dump station; and a day-use area. The day-use  
11 area includes picnic tables and fire rings, a fishing dock, a viewing deck, and basketball and  
12 volleyball courts. Additional facilities at the site include a group tent camp, two cabins available  
13 for rent, a hiker/biker camp, and a shelter with Oregon Trail interpretive displays (OPRD 2012a).  
14 As explained in Attachment T-3, Table T-3-1, this is an important resource because of its  
15 designation status, high level of use, and rareness.

### 16 *3.3.1.14 Owyhee River Below Dam SRMA*

17 The Owyhee River Below Dam SRMA/ACEC comprises 11,239 acres on both sides of the  
18 Owyhee River north of Owyhee Dam in Malheur County, Oregon. This river corridor area was  
19 designated as an ACEC for “high scenic values of diverse landscape elements in a substantially  
20 natural setting, a special status plant species (Mulford’s milk-vetch), the rare presence of a  
21 black cottonwood gallery in a riverine system, and the combined wildlife values of diverse  
22 habitat types supporting a large number of wildlife species and an important migratory corridor  
23 for neotropical birds” (BLM 2002). The area was also designated as an SRMA because it  
24 includes two existing recreation sites, a 13-mile reach of the Owyhee River, and a paved, two-  
25 lane road that provides access to Owyhee Reservoir. One of the existing recreation sites is an  
26 area of about 120 acres at Snively Hot Springs that has been partially developed for camping  
27 and day use (BLM 2001). The other is the Lower Owyhee River Watchable Wildlife and  
28 Gateway Interpretive Site, which has two picnic tables, a toilet, and interpretive displays.  
29 Estimated use of these sites in 1997 was reported at 8,200 and 9,600 visitors, respectively.  
30 Several other sites within the river canyon are used for various types of dispersed recreation,  
31 including camping. The Proposed Corridor passes approximately 0.2 mile to the east of the  
32 SRMA, while the Malheur S Alternate Corridor Segment crosses the middle portion of the  
33 SRMA.

34 The BLM-administered lands within the SRMA adjoin an area managed by the BOR that  
35 generally lies to the east of the SRMA lands. As explained in Attachment T-3, Table T-3-1, this  
36 is an important resource because of its designation status, high level of use, high quality, and  
37 irreplaceable character.

### 38 *3.3.1.15 Owyhee River Complex SRMA*

39 BLM (2002) designated 462,134 acres of public lands in Malheur County as the Owyhee River  
40 Complex SRMA. The SRMA designation incorporates 18 specific areas, including 3 Wild and  
41 Scenic River corridors, 3 ACECs, and 8 Wilderness Study Areas. The primary values  
42 associated with the designation include outstanding river canyon scenery, unique cultural sites,  
43 a high-value fishery, whitewater boating, hiking, camping, sightseeing, and outstanding  
44 opportunities for solitude and primitive recreation. The management objectives for the area are  
45 to preserve those opportunities and implement the existing area-specific management plans,  
46 such as those for the respective Wild and Scenic Rivers and ACECs.

1 The Owyhee River Complex SRMA extends along the Owyhee River canyon for more than 140  
2 miles, from the Owyhee Dam area to the boundary with the Fort McDermitt Indian Reservation  
3 near the Oregon/Nevada state line. The Proposed Corridor is more than 5 miles east of the  
4 SRMA, and very little of the SRMA acreage is within 2 miles of the Malheur S Alternate. The  
5 only SRMA lands within the analysis area are two small parts of the Owyhee Views ACEC; one  
6 is located on the east side of Owyhee Reservoir, adjacent to Lake Owyhee State Park, and the  
7 other is on the west side of the reservoir.

8 In total, the Owyhee Views ACEC includes 52,506 acres of public land adjacent to the BOR's  
9 53-mile-long Owyhee Reservoir and certain land adjacent to the lowermost portion of the  
10 congressionally designated Owyhee National Wild River. The ACEC consists of the landscape  
11 as observed from the reservoir and certain maintained roads in the area. Relevant and  
12 important values for which the ACEC was designated include scenic values for outstanding  
13 geologic features and vistas, special status bighorn sheep and habitat, and special status plant  
14 species (BLM 2001). The visual sensitivity of the area is considered elevated because of current  
15 and expected future recreation use levels on the reservoir and within the ACEC (BLM 2002). As  
16 explained in Attachment T-3, Table T-3-1, this is an important resource because of its  
17 designation status, high level of use, high quality, and irreplaceable character.

### 18 3.3.1.16 Lake Owyhee State Park

19 Lake Owyhee State Park is a designated unit of the Oregon state park system and is  
20 administered by the OPRD. The park is located about 33 miles southwest of Nyssa in Malheur  
21 County on the southeast shore of Lake Owyhee, a 53-mile-long water body. The principal  
22 facilities at this park are Indian Creek and McCormack campgrounds and the Gordon Gulch  
23 day-use area. The main campground (McCormack) has 31 electric and 8 tent sites, showers, a  
24 boat ramp, tepees, a wastewater dump station, and more. The Indian Creek campground has  
25 26 electric sites, 9 primitive tent sites and a boat ramp. The Gordon Gulch day-use area has a  
26 boat ramp and a large, shaded picnic area (OPRD 2012a). The Malheur S Alternate is located  
27 approximately 2 miles northeast of the park. As explained in Attachment T-3, Table T-3-1, this is  
28 an important resource because of its designation status, high level of use, high quality, and  
29 irreplaceable character.

### 30 3.3.2 Impacts to Recreational Opportunities

#### 31 OAR 345-021-0010(1)(t)(B)

32 A description of any significant potential adverse impacts to the important opportunities identified in (A)  
33 including, but not limited to:

- 34 (i) Direct or indirect loss of a recreational opportunity as a result of facility construction or  
35 operation.  
36 (i) Noise resulting from facility construction or operation.  
37 (ii) Increased traffic resulting from facility construction or operation  
38 (iii) Visual impacts of facility structures or plumes.

39 Table T-1 provides a summary of potential impacts to important recreational opportunities,  
40 based on site-specific assessment for each opportunity. Expected impacts are discussed below  
41 for important opportunities along the IPC Proposed Corridor and the alternate corridor  
42 segments, as applicable.

1 **Table T-1.** Summary of Impacts to Important Recreational Opportunities

<b>Important Recreational Opportunity</b>	<b>Loss of Opportunity</b>	<b>Noise Impacts</b>	<b>Traffic Impacts</b>	<b>Visual Impacts</b>	<b>Overall Recreation Impact</b>
Umatilla National Wildlife Refuge (Longhorn Alternate Corridor Segment only)	No effects during construction, no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	No traffic impacts during construction or long-term impacts during operation.	Some Project facilities potentially visible at middleground distance; weak visual contrast and insignificant impact.	Minimal or no overall effect on visitor experience, insignificant impact.
Blue Mountain Forest State Scenic Corridor	Minor, intermittent access delays at three specific locations possible during construction; no long-term loss of opportunity.	Transitory construction noise exposure possible for some visitors, for temporary duration; few or no visitors likely to experience operational noise.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Visibility primarily limited to two locations where Proposed Corridor crosses scenic frontage road, with Project facilities not dominant in brief views; limited visibility along most of Scenic Corridor.	Minor or minimal overall effect on visitor experience, insignificant impact.
Oregon Trail Interpretive Park at Blue Mountain Crossing	Access delays during construction unlikely; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Views to Project blocked by terrain and vegetation, no visual impacts.	Minor or minimal overall effect on visitor experience; insignificant impact
Hilgard Junction State Park – Proposed Corridor	Minor, intermittent access delays possible during construction for some visitors; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Partially-screened Project facilities likely visible at middleground distance; weak visual contrast and moderate (insignificant) impact.	At most, minor overall effect on visitor experience, insignificant impact.

2

1  
**Table T-1. Summary of Impacts to Important Recreational Opportunities (continued)**

<b>Important Recreational Opportunity</b>	<b>Loss of Opportunity</b>	<b>Noise Impacts</b>	<b>Traffic Impacts</b>	<b>Visual Impacts</b>	<b>Overall Recreation Impact</b>
Hilgard Junction State Park – Glass Hill Alternate Corridor Segment	No effects during construction, no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project facilities not visible from park, no visual impact.	No adverse impact on visitor experience.
Morgan Lake Park	Minor, intermittent access delays during construction possible, but unlikely; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project not visible from park site at south end of lake; some visibility and weak contrast from north end of lake; insignificant overall visual impact.	At most, minor overall effect on visitor experience, insignificant impact.
Ladd Marsh Wildlife Area	No temporary effects during construction, no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Temporary traffic impacts during construction unlikely; no or negligible impacts during operation.	Some Project facilities visible from near-background distances; weak contrast and insignificant visual impact.	Minimal overall effect on visitor experience, insignificant impact.
Oregon Trail ACEC – NHOTIC Parcel (Proposed Corridor)	No temporary effects during construction, no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; highly unlikely any NHOTIC visitors would be in locations where they could detect operational noise.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project visible from site, with moderate visual contrast and moderate to high (potentially significant) visual impact.	Based on the nature of the visitor experience, visual impacts not expected to have a significant overall effect on NHOTIC visitors.

**Table T-1.** Summary of Impacts to Important Recreational Opportunities (continued)

<b>Important Recreational Opportunity</b>	<b>Loss of Opportunity</b>	<b>Noise Impacts</b>	<b>Traffic Impacts</b>	<b>Visual Impacts</b>	<b>Overall Recreation Impact</b>
Oregon Trail ACEC – NHOTIC Parcel (Flagstaff Alternate Corridor Segment)	Possible minor, intermittent access delays during construction; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; small segment of NHOTIC visitors could be in locations where operational noise at faint sound levels might be detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project visible from site, with moderate visual contrast and moderate to high (potentially significant) visual impact.	Based on the nature of the visitor experience, visual impact not expected to have a significant overall effect on NHOTIC visitors.
Virtue Flat SRMA/OHV Park – Proposed Corridor	Possible minor, intermittent access delays during construction; no meaningful long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; unlikely OHV users would encounter or notice operational noise.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project visible from most of SRMA; contrast generally moderate or weak and visual impact moderate or less (not significant).	Limited overall effect on visitor experience, insignificant impact.
Virtue Flat SRMA/OHV Park - Flagstaff Alternate Corridor Segment	Minor, intermittent access delays possible during construction; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project facilities not visible from SRMA, no visual impact.	Minimal overall effect on visitor experience; insignificant impact.
Farewell Bend State Recreation Area – Proposed Corridor	Minor, intermittent access delays during construction possible, but unlikely; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Some Project facilities possibly visible at background distances; weak contrast and insignificant visual impact.	No adverse impact on visitor experience.

**Table T-1.** Summary of Impacts to Important Recreational Opportunities (continued)

<b>Important Recreational Opportunity</b>	<b>Loss of Opportunity</b>	<b>Noise Impacts</b>	<b>Traffic Impacts</b>	<b>Visual Impacts</b>	<b>Overall Recreation Impact</b>
Farewell Bend State Recreation Area – Willow Creek Alternate Corridor Segment	Minor, intermittent access delays during construction possible, but unlikely; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Some Project facilities possibly visible at far middleground distance; weak visual contrast and insignificant impact.	No adverse impact on visitor experience.
Owyhee River Below Dam SRMA – Proposed Corridor	Minor, intermittent access delays during construction possible for some visitors; no long-term loss of opportunity.	Construction noise audible at times in northeastern part of SRMA, for temporary duration; few if any visitors would be in locations where they could detect operational noise.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project facilities prominent, but not dominant, in view to visitors near entry to SRMA and at Lower Owyhee Watchable Wildlife interpretive site; strong contrast at this specific location, impact rated as moderate to high.	Based on nature, limited extent and magnitude of disturbance effects, primarily visual, significant adverse impact on SRMA visitor experience not expected.
Owyhee River Below Dam SRMA – Malheur S Alternate Corridor Segment	Minor, intermittent access delays during construction possible for some visitors; no long-term loss of opportunity.	Construction noise audible at times in middle part of SRMA, for temporary duration; few if any visitors would be in locations where they could detect operational noise.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Visibility of Project facilities from SRMA primarily limited to area near river crossing; strong contrast and moderate to high impact rating for this specific location.	Based on nature, limited extent and magnitude of disturbance effects, primarily visual, significant adverse impact on SRMA visitor experience not expected.

**Table T-1.** Summary of Impacts to Important Recreational Opportunities (continued)

<b>Important Recreational Opportunity</b>	<b>Loss of Opportunity</b>	<b>Noise Impacts</b>	<b>Traffic Impacts</b>	<b>Visual Impacts</b>	<b>Overall Recreation Impact</b>
Owyhee River Complex SRMA – Malheur S Alternate Corridor Segment	Minor, intermittent access delays during construction possible, but unlikely; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	Project facilities potentially visible from very limited locations in SRMA; weak contrast and low to moderate (insignificant) visual impacts in those locations, no impact elsewhere.	Limited overall effect on visitor experience, insignificant impact.
Owyhee Lake State Park - Malheur S Alternate Corridor Segment	Minor, intermittent access delays during construction possible for some visitors; no long-term loss of opportunity.	Construction noise possible, not intrusive, for temporary duration; operational noise not detectable.	Insignificant, temporary traffic impacts possible during construction; no or negligible impacts during operation.	No visibility of Project facilities from park; no contrast and no visual impact.	Limited, short- term overall effect on visitor experience, insignificant impact.

1

1 The following sections discuss the nature and degree of expected impacts on each important  
2 recreational opportunity within the analysis area for Exhibit T (the area within the Site Boundary  
3 and 2 miles from the Site Boundary). As noted in Section 3.2.2.3 and in Table T-1, access road  
4 and traffic impacts for the Project will be insignificant for all important recreational opportunities.  
5 Therefore, the following impact discussion addresses each applicable factor (loss of a  
6 recreational opportunity, noise impacts, or visual impacts) as it applies to each particular  
7 important recreational opportunity, and their effect on the overall visitor experience.

### 8 3.3.2.1 Umatilla National Wildlife Refuge

9 The Longhorn Alternate is separated from the Umatilla NWR by a distance of approximately 1.5  
10 miles from the McCormack Slough locations (see Figure T-1-1 in Attachment T-1), and the  
11 Project will have no direct impact on use of the facilities. Project construction activity will be  
12 occurring to the south and will not temporarily disrupt access to the refuge via local roads.  
13 Similarly, the distance and nearby land use conditions indicate that recreational use at the  
14 refuge will not be adversely affected by noise from Project. Construction noise might be audible  
15 at times in the southern part of the area, but the sound levels will be attenuated considerably  
16 and will not be intrusive. The peak construction noise will be approximately 60 dBA at a point  
17 1,000 feet from the source, for example, and will be considerably less than 60 dBA 8,000 feet  
18 away at the refuge boundary. The subjective impression of sound levels in the 60 to 70 dBA  
19 range is characterized as “moderate,” while sound levels between 40 and 60 dBA are  
20 characterized as “quiet” (Exhibit X, Table X-10). Given the distance from the Longhorn  
21 Alternate, operational noise from the Project (a maximum of about 48 dBA at the source) will not  
22 be audible at the refuge.

23 Bare-earth viewshed analysis indicates that Project transmission facilities near the Longhorn  
24 Substation will potentially be visible from upland areas within the McCormack Unit of the refuge.  
25 A multi-use area adjacent to the Alternate Longhorn Substation Expansion likely will not be  
26 noticeable to viewers. Views to the south from the McCormack Slough area toward the  
27 proposed 500-kV line will include three existing transmission lines that are located between the  
28 viewing location and the proposed line. Other industrial facilities along the river and within  
29 Boardman are also visible to viewers from the NWR. Due to the visual presence of the existing  
30 utility and industrial facilities, the Project will create minimal visual contrast as seen from this  
31 area and visual impacts will be low, at most. Overall, there will be minimal, if any, effect on the  
32 recreational experience for visitors to the Umatilla NWR.

### 33 3.3.2.2 Blue Mountain Forest State Scenic Corridor

34 The Project will not result in any long-term loss of opportunity for users of the Blue Mountain  
35 Corridor. The Project will cross the Blue Mountain Corridor in one location, approximately 1 mile  
36 west of the southern end of the corridor (within the Motanic-Glover parcel of the Blue Mountain  
37 Corridor; see Figure T-1-2 in Attachment T-1). The transmission line will span the Blue Mountain  
38 Corridor and Old Emigrant Hill Scenic Frontage Road, and Project facilities will not be located  
39 within the Blue Mountain Corridor.

40 Construction activity in the vicinity of the Blue Mountain Corridor could result in minor indirect  
41 effects on users of this resource through possible intermittent delay of traffic along the frontage  
42 road at the crossing location, or near either end of the Kamela-Bodie parcel of the Blue  
43 Mountain Corridor.

44 The noise impacts of the Project are addressed in Exhibit X. Information about construction  
45 noise sources and levels indicates that construction noise will likely be audible at times at  
46 locations along the entire length of the Blue Mountain Corridor within the analysis area. It is  
47 unlikely that many Blue Mountain Corridor users will actually be exposed to construction noise,  
48 however. The predominant means for visitors to “use” the Blue Mountain Corridor is to travel

1 through the corridor in a motor vehicle. Because the Blue Mountain Corridor parcels within the  
2 analysis area do not include developed recreation facilities, it is possible or even likely that most  
3 visitors do not leave their vehicles during their trip through the corridor, and therefore have  
4 limited exposure to external noise sources. In addition, any Blue Mountain Corridor visitors who  
5 might hear Project construction noise would experience it on a transitory basis.

6 The modeled sound contours for Project operational noise indicate that maximum sound levels  
7 (i.e., under foul weather conditions) within the Blue Mountain Corridor will range from 16 dBA to  
8 61 dBA. Sound levels in the lower part of that range represent locations where operational noise  
9 from the Project will be below the ambient sound level and not detectable.<sup>1</sup> Sound levels in the  
10 higher part of that range represent locations quite close to the Project, such as in the immediate  
11 vicinity of the location where the Project crosses the Blue Mountain Corridor at milepost 102.6.  
12 Operational noise from the Project in the 60-dBA range will be detectable to a person in the  
13 immediate vicinity and outside of a vehicle. While these results indicate that operational noise  
14 will be audible at selected locations along the Blue Mountain Corridor, the specific nature of use  
15 for this resource suggests that very few or no visitors will actually experience operational noise  
16 and that any exposures will be brief.

17 Viewing conditions and visibility of the Project will vary by location within the Blue Mountain  
18 Corridor. For much of the 5-mile length of the Meacham-Kamela parcel, the Blue Mountain  
19 Corridor is screened from views toward the proposed line by vegetation and topography.  
20 Potential fly yard locations 2 miles west and 1 mile southeast of Blue Mountain Corridor  
21 segments will be blocked from view by terrain and vegetation and will not contribute temporarily  
22 to Project visual impacts for this resource. For locations in this parcel where the Project  
23 transmission facilities likely will be visible, the viewing distance will typically be 1 to 2 miles and  
24 the Project will not be prominent in the view.

25 The transmission line will also be partially screened from view by topography and stands of  
26 coniferous trees along the Kamela-Bodie and Motanic-Glover parcels of the Blue Mountain  
27 Corridor, which are generally parallel to the Proposed Corridor. In these areas the Project will  
28 typically be within about 0.5 mile and Project facilities that were in view will be more prominent.  
29 In addition, there are two locations where Blue Mountain Corridor visitors will have views of the  
30 Project crossing their route of travel.

31 The assessment of scenic resources documented in Exhibit R and Attachment R-1 includes one  
32 viewpoint located along the Blue Mountain Corridor. At this location, visitors traveling  
33 northbound through the Blue Mountain Corridor will have a view perpendicular to the Project at  
34 a distance of 0.3 mile. The view toward the Project will be at least partially screened by the  
35 dominant forest vegetation in this area. To the extent that Project facilities will be visible, they  
36 will be evident within a scene that includes the frontage road, the roadway cut, and an adjacent  
37 railroad line. Blue Mountain Corridor visitors will also have a similar view near the location  
38 where the Project crosses the Motanic-Glover Blue Mountain Corridor parcel. The Project  
39 facilities will not be dominant elements in these views.

40 Overall, considering the expected viewing conditions for all three parcels within the analysis  
41 area, the Project will likely have at most a minor effect on the recreational experience of visitors  
42 to the Blue Mountain Corridor. Visitors making a side trip along the Old Emigrant Hill Scenic  
43 Frontage Road (approximately 15 miles for a trip including all three parcels, or about 10 miles  
44 for a trip involving the two southerly parcels) will likely be exposed to brief, focused views of the  
45 Project at two locations and intermittent, peripheral views in a few additional locations. Given

---

<sup>1</sup> Ambient sound levels specific to the recreational opportunities included in the assessment have not been measured. As documented in Exhibit X, late-night baseline sound levels monitored for the Project ranged from 25 dBA to 63 dBA. ODOE has suggested that 20 dBA should be used as a conservative assumed ambient sound level.

1 the presence of a parallel railroad line along most of this trip and freeway interchange scenes at  
2 the two endpoints, it is unlikely that the visible presence of the 500-kV transmission line will be  
3 sufficient to detract noticeably from the quality of the experience for most Blue Mountain  
4 Corridor visitors.

### 5 3.3.2.3 Oregon Trail Interpretive Park at Blue Mountain Crossing

6 The Proposed Corridor is separated from the Oregon Trail Interpretive Park at Blue Mountain  
7 Crossing by a distance of 1.1 miles (see Figure T-1-2 in Attachment T-1), and the Project will  
8 have no direct impact on use of the facilities. Construction activity for the Project will occur on  
9 the opposite side of I-84 from the Oregon Trail Interpretive Park and will have no effect on  
10 access to the Interpretive Park.

11 Project construction noise might be audible at times, but the distance indicates the sound levels  
12 will be attenuated considerably and will not be intrusive (see the previous discussion for the  
13 Umatilla NWR). Given the separation distance and the presence of I-84 between the Oregon  
14 Trail Interpretive Park and the Proposed Corridor, operational noise will not be audible. The  
15 assessment of Project operational noise indicates that modeled sound contours at the  
16 Interpretive Park ranged from 16 dBA to 21 dBA. A sound level of 35 dBA is characteristic of a  
17 typical wilderness area, while 25 dBA is typical of wilderness with no wind or animal activity (see  
18 Exhibit X, Table X-10); given that I-84 is located approximately 0.5 mile west of the Interpretive  
19 Park, it is evident that the typical daytime sound level at the park will be substantially above  
20 25 dBA, and that operational noise from the Project will not be detectable.

21 Bare-earth viewshed analysis indicates that Project facilities on the Proposed Corridor will  
22 potentially be visible from the Oregon Trail Interpretive Park. The park is located in a dense  
23 forest setting, however, and tree cover has a substantial effect on visibility. This recreation site  
24 is the location for KOP 3-42 in the visual impact analysis. The results provided in Exhibit R,  
25 Attachment R-1 indicate that the forest vegetation and an intervening ridge will block views  
26 toward the Proposed Corridor from the day-use facilities, and there will be no visual impact from  
27 the Project at KOP 3-42.

28 Considering all elements of the impact analysis, the Project will cause only minimal, short-term  
29 impacts on the recreational experience for visitors to the Oregon Trail Interpretive Park.

### 30 3.3.2.4 Hilgard Junction State Park

#### 31 **Proposed Corridor**

32 The Proposed Corridor is located between approximately 0.7 and 1.0 mile to the west of the  
33 recreation facilities at Hilgard Junction State Park, and on the opposite (west) side of the  
34 Grande Ronde River (see Figure T-1-2 in Attachment T-1). The Proposed Corridor is sufficiently  
35 separated from the developed part of the park that the Project will have no direct impact on use  
36 of the recreation facilities. Construction activity occurring in the vicinity could result in minor  
37 indirect effects through intermittent delay of visitors traveling to and from the park.

38 Project construction noise might be audible at times; given the separation distance and the  
39 sound-masking effects of I-84, Oregon Highway (OR) 244, and the Grande Ronde River, the  
40 sound levels will be attenuated considerably and will not be intrusive. For similar reasons,  
41 operational noise will not be audible. The assessment of Project operational noise indicates that  
42 modeled sound contours at the park ranged from 16 dBA to 26 dBA. As discussed in Section  
43 3.3.2.3, a sound level of 25 dBA is characteristic of wilderness with no wind or animal activity.  
44 Given that the park is located between the river and OR 244 and is nearly adjacent to I-84, it is  
45 evident that the typical sound level at the park will be substantially above 25 dBA, and that  
46 operational noise from the Project will not be detectable to park visitors.

1 The park property located east of the campground is undeveloped, extends away from the  
2 direction of the Proposed Corridor, and is situated on the south side of a canyon with an  
3 orientation toward I-84 and the north. Consequently, views of the Project are not expected in the  
4 eastern part of the park property.

5 The western end of the park property is occupied by a correctional facility<sup>2</sup> (the River Bend  
6 Transitional Facility, operated by the Oregon Youth Authority), with buildings about 0.4 mile from  
7 the Proposed Corridor (the property comes within 0.3 mile). This portion of the park property is  
8 not expected to be used by public viewers, and visual conditions have not been specifically  
9 assessed.

10 The assessment of scenic resources provided in Exhibit R and Attachment R-1 includes KOP 4-  
11 19, located in the portion of the park developed for recreational use. Bare-earth viewshed  
12 analysis (based on terrain only) indicates that up to six transmission towers will potentially be  
13 visible at a middleground distance to the west and southwest. Two other towers just east of the  
14 Proposed Corridor crossing of the Grande Ronde River and OR 244 might be visible to the  
15 south, although photographs of current conditions indicate trees will partially screen these  
16 towers. Site-specific review indicates that elevated terrain to the west and vegetation will  
17 partially block and screen views to the Project from the day-use area and campground. Based  
18 on the viewing distance and partial screening, the visual contrast created by the Project at this  
19 location will be weak. With a Class B scenic quality and weak contrast, the overall resource  
20 change will be low to moderate. Viewer characteristics for this location include high sensitivity,  
21 moderate view duration, and moderate viewer numbers, resulting in a moderate to high overall  
22 viewer response. Therefore, the incremental visual impact of the Project at Hilgard Junction was  
23 determined to be moderate, and not significant.

24 The Project will have no adverse effect on the opportunity for visitors to use Hilgard Junction  
25 State Park. Indirect/disturbance impacts will be limited to visual effects that will create weak  
26 contrast and will not be dominant visual elements. Considering the various components of the  
27 visitor experience, the Project will have at most a minor overall effect on the experience of a  
28 typical visitor to the state park.

### 29 ***Glass Hill Alternate Corridor Segment***

30 The recreation facilities in Hilgard Junction State Park are located approximately 1.7 miles to the  
31 north of the point from where the Glass Hill Alternate Corridor Segment leaves the Proposed  
32 Corridor (see Figure T-1-2 in Attachment T-1). Development of this segment will have no direct  
33 or indirect effect on the opportunity to use the recreation facilities at the Park. Construction  
34 noise might be audible at times, but the sound levels will be attenuated considerably and will not  
35 be intrusive. Given the distance from the Glass Hill Alternate, operational noise from the Project  
36 will not be audible at Hilgard Junction.

37 Bare-earth viewshed analysis indicates that views to the Glass Hill Alternate from the recreation  
38 facilities at Hilgard Junction will be screened by topography and vegetation. Based on the  
39 viewing distance and the expected screening, there will not be visual impact from the Glass Hill  
40 Alternate at the state park. Consequently, the Glass Hill Alternate will have no direct or indirect  
41 impact on the recreation experience at Hilgard Junction.

#### 42 ***3.3.2.5 Morgan Lake Park***

43 The Proposed Corridor is separated from Morgan Lake Park by a distance of approximately  
44 1 mile (see Figure T-1-2 in Attachment T-1), and the Project will have no direct impact on use of

---

<sup>2</sup> This facility is addressed as a noise receptor location in Exhibit X.

1 the facilities. Project construction activity will occur to the west of the park and it is unlikely that  
2 access to the park from La Grande will be disrupted.

3 Distance and terrain conditions indicate that recreational use at Morgan Lake Park will not be  
4 adversely affected by noise from the Project. Construction noise might be audible at times, but  
5 the sound levels will be attenuated considerably and will not be intrusive. The assessment of  
6 Project operational noise indicates that modeled sound contours at the park will be low level,  
7 ranging from 16 dBA to 26 dBA, which is equivalent to or less than the sound level in wilderness  
8 with no wind or animal activity (see Exhibit X, Table X-10).

9 The Proposed Corridor passes to the west of Morgan Lake Park and is situated on the opposite  
10 (western) side of the ridge that separates Sheep Creek and Rock Creek; Morgan Lake is  
11 located to the east of Sheep Creek. Based on the local terrain conditions, bare-earth viewshed  
12 analysis indicates the Project will not be visible from Morgan Lake Park, which is located at the  
13 south end of the lake and is identified as KOP 4-19 in Exhibit R, Attachment R-1. At the north  
14 end of the lake, however, the upper portions of a number of transmission towers will be visible  
15 at a middleground distance of 1 mile. A potential fly yard located approximately 1 mile  
16 southwest of KOP 4-28 will be blocked from view by terrain and vegetation and will contribute to  
17 visual contrast at this site. Based on the viewing distance and partial screening, the visual  
18 contrast created by the Project from the northern part of Morgan Lake will be weak, and from  
19 the park itself there will be no contrast (no view). Considering the Class C existing scenic quality  
20 applicable to KOP 4-19 and moderate overall viewer response for this location, the incremental  
21 visual impact of the Project at Morgan Lake was determined to be low to moderate, and  
22 insignificant.

23 The Project will have no adverse effect on the opportunity for visitors to use Morgan Lake Park.  
24 Indirect/disturbance impacts will be limited to visual resource effects that will be minor and  
25 present only in a portion of the Morgan Lake area and not at the park itself. Considering the  
26 various components of the visitor experience, the Project will have at most a minor overall effect  
27 on the experience of a typical visitor to Morgan Lake.

### 28 3.3.2.6 Ladd Marsh Wildlife Area

29 The Proposed Corridor is separated from Ladd Marsh by a minimum distance of approximately  
30 1.7 miles from the Foothill Road locations (see Figure T-1-2 in Attachment T-1), and the Project  
31 will have no direct impact on use of the facilities. Project construction activity would occur to the  
32 west of the wildlife area and will not temporarily disrupt access from Foothill Road. Similarly,  
33 distance and terrain conditions indicate that recreational use at Ladd Marsh will not be  
34 adversely affected by noise from the Project. Construction noise might be audible at times in the  
35 western part of the wildlife area, but the sound levels will be attenuated considerably and will not  
36 be intrusive. The assessment of Project operational noise indicates that modeled sound  
37 contours at the wildlife area ranged from 16 dBA to 21 dBA, which is equivalent to or less than  
38 the sound level in wilderness with no wind or animal activity. Given the extent of human  
39 development activity in and near Ladd Marsh (the wildlife area is bisected by I-84, for example),  
40 ambient sound levels in the wildlife area will be substantially higher than the Project operational  
41 sound levels.

42 The potential for visual effects was evaluated from two viewpoints in and adjacent to the Wildlife  
43 Area. KOP 4-27 is located along OR 203 and KOP 4-26 is on Foothill Road. These viewpoints  
44 are located 4.9 and 2.4 miles, respectively, from the Proposed Corridor. From OR 203 there  
45 may be distant views of the tops of some transmission structures. The transmission line will not  
46 be visible from KOP 4-26 on Foothill Road. The scenic resource analysis documented in Exhibit  
47 R and Attachment R-1 determined that the Project will create weak contrast as seen from the  
48 State Highway 203 location and no contrast as seen from the Foothill Road location. The overall

1 resource change for the former location will be low and the overall viewer response was rated  
2 as low to moderate. Consequently, the visual impacts for this area will be nonexistent in some  
3 areas and at most low to moderate where the Project might be visible; consequently, any visual  
4 effects from the Project in the wildlife area will be insignificant.

5 The Project will have no adverse effect on the opportunity for visitors to use Ladd Marsh.  
6 Indirect/disturbance impacts will be limited to visual resource effects; based on the apparent  
7 distribution of public use at Ladd Marsh and the distant viewing conditions, the overall effect of  
8 these changes on the visitor experience for users of the Ladd Marsh Wildlife Area will be  
9 minimal.

### 10 3.3.2.7 Oregon Trail ACEC – NHOTIC Parcel

#### 11 **Proposed Corridor**

12 At the closest point, the Proposed Corridor is located 0.4 mile to the southeast of the NHOTIC  
13 Parcel boundary (see Figure T-1-3 in Attachment T-1) and 1.1 miles from the Interpretive Center  
14 itself. The Project will have no direct or indirect impact on the ability of visitors to access or use  
15 the site. Construction noise might be audible at times at the NHOTIC Parcel, but the sound  
16 levels will be attenuated considerably and will not be intrusive. The modeled sound contours for  
17 the NHOTIC Parcel ranged from 16 dBA to 31 dBA. Based on the size and configuration of the  
18 NHOTIC Parcel, the 31 dBA maximum sound level will be applicable to the easternmost part of  
19 the NHOTIC Parcel, while sound levels around the Interpretive Center building will be in the  
20 middle of the range. Given the level of human activity present at and near the NHOTIC Parcel,  
21 daytime ambient sound levels will exceed the 35 dBA level typically found in a wilderness (see  
22 Exhibit X, Table X-10). The potential for operational noise from the Project to be audible will be  
23 limited to the easternmost part of the NHOTIC Parcel, which does not include developed  
24 facilities on the site or any portion of the interpretive trail system (BLM 2012). Consequently, it is  
25 highly unlikely that visitors to the NHOTIC Parcel will be in a location where they were close  
26 enough to detect operational noise from the Project.

27 The visual assessment documented in Exhibit R and Attachment R-1 (specifically, for KOP 5-  
28 25a) determined that the proposed transmission line structures and conductors will be highly  
29 visible approximately 1.1 miles to the southeast of the Interpretive Center and about 1,900 feet  
30 from the closest part of the NHOTIC Parcel property line. Because of the elevated viewing  
31 position, the structures and conductors will mostly be backdropped and will create less contrast.  
32 Nevertheless, the contrast level was rated as moderate. A multi-use area and potential fly yard  
33 located 4 miles to the north will either not be visible from the NHOTIC Parcel or will not create  
34 noticeable sources of additional contrast. With a Class B scenic quality, the overall resource  
35 change will be moderate. Because viewer numbers and sensitivity are high, the overall viewer  
36 response was rated as moderate to high. Consequently, the visual impacts at this location will  
37 be moderate to high, and potentially significant. As necessary, IPC will develop mitigation to  
38 reduce the visual impact of the Project on the NHOTIC Parcel to less than significant.

39 The Project will have no adverse impact on the opportunity for visitors to use NHOTIC Parcel or  
40 the Interpretive Center. Long-term indirect/disturbance impacts will be limited to the visual  
41 resource effects discussed above. While NHOTIC Parcel visitors will be exposed to visual  
42 impacts rated as moderate to high, it should not be assumed that all visitors will notice the  
43 Project facilities or perceive them as a substantial adverse impact on their visit. While the  
44 NHOTIC Parcel provides both indoor and outdoor displays and many visitors to the site use one  
45 or more of the trails, for most users the main Interpretive Center building is the primary focus  
46 and the experience is primarily an indoor experience. In addition, views of the surrounding  
47 landscape include a number of existing cultural modifications (e.g., development on the  
48 NHOTIC Parcel site, OR 86, local roads, fencing and utility poles) to which the Project facilities

1 will include an incremental addition. Therefore, based on the nature of the typical visitor  
2 experience, the visual impact of the Project is not expected to result in significant impact on the  
3 overall recreation experience for NHOTIC visitors.

#### 4 **Flagstaff Alternate Corridor Segment**

5 The Flagstaff Alternate is within 1,200 feet of the western boundary of the NHOTIC Parcel,  
6 which is described in Section 3.3.1, and is within a mile of the Interpretive Center building (see  
7 Figure T-1-3 in Attachment T-1).

8 The Flagstaff Alternate is separated from the NHOTIC Parcel by approximately 0.2 mile and will  
9 have no direct impact on use of the facilities. Project construction activity will occur to the west  
10 and could cause intermittent delays for visitors traveling to the Interpretive Center via OR 86.

11 Construction noise will likely be audible at times in the western part of the parcel and may be  
12 audible at the Interpretive Center, but the sound levels will be attenuated and will not be  
13 intrusive. The modeled foul-weather sound contours for the NHOTIC Parcel with the Flagstaff  
14 Alternate ranged from 16 dBA to 36 dBA. Based on the size and configuration of the NHOTIC  
15 Parcel, the 36 dBA maximum sound level will be applicable to the westernmost part of the  
16 NHOTIC Parcel, while sound levels around the Interpretive Center building will be in the middle  
17 of the range. Given the level of human activity present at and near the NHOTIC Parcel (in  
18 particular, OR 86 runs along the southern edge of the NHOTIC Parcel and the Baker Municipal  
19 Airport is located approximately 3 miles to the northwest) daytime ambient sound levels will no  
20 doubt exceed the 35-dBA level typically found in a wilderness. Overall, it is possible that  
21 operational noise from the Project will be detectable within the extreme western part of the  
22 NHOTIC parcel. The potential for audible operational noise from the Project will be limited to the  
23 westernmost part of the interpretive trail system, and probably to just the western part of the  
24 Eagle Valley Railroad Grade Loop Trail (BLM 2012). With-Project sound levels at the  
25 Interpretive Center itself, the adjacent outdoor displays, Panorama Point, and the Oregon Trail  
26 Ruts Loop Trail will be in the lower part of the modeled range. Consequently, it is likely that at  
27 most a small segment of the visitors to the NHOTIC Parcel will be in a location close enough for  
28 them to detect operational noise from the Project. If operational noise was audible to those  
29 visitors, the sound levels will be in a range characterized as "faint" (Exhibit X, Table X-10).

30 The visual assessment documented in Exhibit R and Attachment R-1 determined that  
31 approximately 1.6 miles (about seven or eight structures) of the Flagstaff Alternate will be visible  
32 from various points on the NHOTIC Parcel, at a distance of 0.5 to 1 mile. Because this is an  
33 elevated viewing point the landscape will provide a backdrop, reducing the degree of visual  
34 contrast. In addition, the Project facilities on this segment will be seen in conjunction with an  
35 existing 230-kV line. A potential fly yard location about 1 mile to the west of the NHOTIC will be  
36 blocked from view by a ridge, and aerial activity associated with a fly yard will not represent a  
37 meaningful increase to the contrast created by the Project in this area; moreover, aerial activity  
38 will be temporary. The contrast level and overall resource change for this alternative both rate  
39 as moderate for three specific NHOTIC viewpoints (KOPs 5-25c, 5-25d and 5-25e). Based on a  
40 viewer response rated as moderate to high, the visual impact for this alternative will be  
41 moderate to high and potentially significant. As necessary, IPC will develop mitigation to reduce  
42 the visual impact of the Project on the NHOTIC Parcel to less than significant.

43 As noted above for the Proposed Corridor, the visual effects of the Flagstaff Alternate are not  
44 expected to have a significant impact on the overall recreation experience for NHOTIC visitors.

### 1 3.3.2.8 Virtue Flat SRMA/OHV Park

#### 2 **Proposed Corridor**

3 The Proposed Corridor crosses the extreme western tip of the Virtue Flat SRMA, between  
4 mileposts 156 and 157 (see Figure T-1-3 in Attachment T-1). At this location SRMA lands  
5 occupy a narrow triangular area between State Highway 86 and Ruckles Creek Road, which is  
6 the access route to the OHV area. The current indicative layout for the Project shows one tower  
7 located in this part of the OHV area. While the tower will occupy a small area of land within the  
8 OHV park (roughly 0.5 acre), the tower will have no meaningful, direct impact on the ability of  
9 visitors to access or use the site. Construction activity in the vicinity could result in minor,  
10 temporary indirect effects through intermittent delay of traffic heading to and from the staging  
11 area on Ruckles Creek Road.

12 Construction noise may be audible at times at the OHV area, but the sound levels will be  
13 attenuated considerably within most of the OHV area. Given the baseline noise level associated  
14 with OHV activity and the common use of helmets by OHV riders, it is not likely that construction  
15 noise will be intrusive or even noticeable. Similarly, operational noise likely will not be  
16 noticeable, even to OHV users in the western part of the SRMA. The modeled sound contours  
17 for the Project within the Virtue Flat SRMA ranged from 16 dBA to 61 dBA. Sound levels in the  
18 lower part of that range represent locations where operational noise from the Project will be  
19 below the reference ambient sound level for a very quiet area, such as a wilderness, and not  
20 detectable. Sound levels in the higher part of that range represent locations under the Project,  
21 such as the location where the Project crosses the SRMA at milepost 156. Even in areas where  
22 operational noise from the Project will reach 61 dBA, it is highly unlikely that the Project noise  
23 will be noticed by SRMA users, who will be wearing helmets and riding OHVs; the typical sound  
24 level from a motorcycle at a distance of 25 feet is 90 dBA (Exhibit X, Table X-10).

25 The proposed transmission line structures and conductors will potentially be visible from most  
26 locations within the OHV area. The Virtue Flat area is generally rolling, open terrain with  
27 expansive views; view blockage will occur within draws and in some areas with steep slopes.  
28 Foreground views of the Project would be limited to recreational users within the extreme  
29 western end of the SRMA, an area accounting for approximately 200 acres. Most of the SRMA  
30 acreage is within middleground viewing distance of the Proposed Corridor, while approximately  
31 the eastern one-third of the SRMA is within background viewing distance.

32 Potential views from the OHV area include both inferior (lower) viewing positions, oriented  
33 toward the proposed line crossing the southern slopes of Flagstaff Hill, and elevated positions  
34 relative to Project facilities in the valley below. As a result, there may be some skylining of the  
35 facilities in views to the northwest and west, while the structures and conductors would mostly  
36 be backdropped in views to the southwest. Contrast levels would be variable within the area, but  
37 would generally be moderate or weak; the contrast at KOP 5-84 within the OHV area was rated  
38 as weak. With a Class B existing scenic quality, the overall resource change would be no more  
39 than moderate. Viewer numbers at this location are moderate. Because Virtue Flat users would  
40 be focused on their activity and typically moving, viewer sensitivity is considered moderate and  
41 view duration is considered low. Therefore, the overall viewer response would be low to  
42 moderate. With the resource change rated as moderate or less and viewer response as low to  
43 moderate, visual impacts within the Virtue Flat OHV Area would be low to moderate, and not  
44 significant.

45 The Project will have no adverse effect on the opportunity for visitors to use the Virtue Flat OHV  
46 Area. Long-term indirect/disturbance impacts will be limited to the visual resource effects  
47 discussed above. Therefore, the Proposed Corridor is not expected to have a significant impact  
48 on the recreation experience for Virtue Flat users.

## 1 **Flagstaff Alternate Corridor Segment**

2 The Flagstaff Alternate is approximately 1.5 miles to the west of the western boundary of the  
3 Virtue Flat OHV Area (see Figure T-1-3 in Attachment T-1), and the Project on the Flagstaff  
4 Alternate will have no direct impact on use of the OHV area. Project construction activity could  
5 cause minor, intermittent delays for visitors traveling to Virtue Flat via OR 86.

6 Construction noise may be audible at times in the western part of the OHV area, but the sound  
7 levels will be attenuated considerably and masked by OHV noise. Given the distance from the  
8 Flagstaff Alternate, operational noise from the Project will not be audible at Virtue Flat. Flagstaff  
9 Hill and adjacent terrain will block views to the Flagstaff alignment, and this alternate will have  
10 no visual impact on the Virtue Flat OHV Area. Therefore, the Flagstaff Alternate will have a  
11 minimal (and insignificant) impact on the recreation experience for Virtue Flat users.

### 12 **3.3.2.9 Farewell Bend State Recreation Area**

13 The Proposed Corridor is located about 5 miles northwest of the public use areas at Farewell  
14 Bend State Recreation Area (see Figure T-1-4 in Attachment T-1), which extend to the east  
15 from U.S. Highway 30 (also known as the Huntington Highway). GIS records indicate that a  
16 separate parcel of the park property is located near the west edge of Huntington and 1.3 miles  
17 from the Proposed Corridor. Field review indicated that the facilities on this parcel are used for  
18 maintenance, rather than for public recreational use. Therefore, impact assessment for Exhibit T  
19 addresses expected effects within the public use areas of the park. While the recreational  
20 facilities within the park are more than 2 miles from the Proposed Corridor, they are within  
21 2 miles of a potential fly yard and a multi-use area associated with the Willow Creek Alternate  
22 and therefore are within the analysis area.

### 23 **Proposed Corridor**

24 Permanent and temporary Project facilities on the Proposed Corridor are all more than 4 miles  
25 from the public recreation facilities in the Farewell Bend State Recreation Area and will have no  
26 direct impact on use of the park. Project construction activity will cause minimal, if any,  
27 intermittent delays for visitors traveling to Farewell Bend State Recreation Area.

28 Construction noise may be audible at times at the park. The sound levels will be attenuated  
29 considerably, however, and will be masked to a degree by sound from traffic on I-84 and U.S.  
30 30 and from motorized boating on the reservoir. Given the distance from the Proposed Corridor,  
31 operational noise from the Project will not be audible in the park.

32 Bare-earth viewshed analysis indicates that facilities on the Proposed Corridor could potentially  
33 be visible from the Farewell Bend State Recreation Area. Because the existing developed  
34 recreation facilities are located at lower elevations along the western reservoir shoreline and  
35 there are extensive plantings of shade trees around the park, it is possible that views toward the  
36 Proposed Corridor will be screened by vegetation if not by intervening terrain. If any Project  
37 facilities were visible, they will be seen at a background viewing distance and the degree of  
38 contrast will be very weak (as determined for KOP 5-13 in the visual assessment). With a Class  
39 C scenic quality, the overall resource change for this location will be low. The overall viewer  
40 response for KOP 5-13 was rated as moderate to high. With a low resource change and  
41 moderate to high viewer response, the visual impact at Farewell Bend State Recreation Area  
42 will be low to moderate and not significant.

43 The Project will have no long-term adverse impact on the opportunity for visitors to use Farewell  
44 Bend State Recreation Area. Indirect/disturbance impacts will be limited to visual resource  
45 effects, which will be moderate at most. Therefore, the recreational experience for park users  
46 will not be adversely affected by the Project.

## 1 **Willow Creek Alternate Corridor Segment**

2 The Willow Creek Alternate passes about 3 miles west of the public use areas at Farewell Bend  
3 State Recreation Area (see Figure T-1-4 in Attachment T-1), which extend to the east from U.S.  
4 Highway 30 (also known as the Huntington Highway). A potential fly yard location south of  
5 Durbin Creek Road is approximately 4 miles northwest of the park, and a multi-use area will be  
6 located on the west side of U.S. Highway 30 just outside the park entrance.

7 Permanent Project facilities on the Willow Creek Alternate will have no direct impact on use of  
8 Farewell Bend State Recreation Area. Project construction activity, primarily traffic associated  
9 with the multi-use area, could cause brief, intermittent delays for visitors traveling to Farewell  
10 Bend.

11 Construction noise may be audible at times at the park, especially during times of activity at the  
12 fly yard and multi-use area. The sound levels will be attenuated considerably, however, and will  
13 likely be masked to a degree by sound from traffic on I-84 and U.S. 30 and from motorized  
14 boating on the reservoir. Noise levels from equipment will typically be in the 75 to 85 dBA range  
15 within the multi-use area, and about 51 dBA or less 1,000 feet away within the use areas of the  
16 park (Exhibit X, Table X-3); 50 dBA is the sound level of light auto traffic at 100 feet from the  
17 source, and sound levels between 40 and 60 dBA are characterized as "quiet" (Exhibit X, Table  
18 X-10). Based on the separation distance of 3 miles, operational noise from the Project will not  
19 be audible in the public use areas of the park.

20 Visibility conditions and viewer characteristics at Farewell Bend State Recreation Area for the  
21 Willow Creek Alternate will be somewhat similar to those described previously for the Proposed  
22 Corridor, although the terrain will block some views and provide a backdrop in other locations.  
23 Because any contrast will likely not be evident to the typical viewer, there will be no overall  
24 resource change and no incremental visual impact. A construction multi-use area located to the  
25 west of KOP 5-13 on the opposite side of U.S. 30 will be noticeable to visitors entering and  
26 leaving the park. Because equipment and activity at this facility will be seen in the context of  
27 substantial existing development and vehicle traffic, this short-term visual presence is not  
28 considered sufficient to measurably change the contrast rating associated with the transmission  
29 facilities. As a result, any visual impacts at this location will not be significant.

30 The Willow Creek Alternate will have no long-term adverse impact on the opportunity for visitors  
31 to use Farewell Bend State Recreation Area. Indirect/disturbance impacts will be limited  
32 intermittent, short-term noise and traffic associated with the multi-use area. Therefore, the  
33 overall recreational experience for park users will not be adversely affected by development on  
34 the Willow Creek Alternate.

### 35 **3.3.2.10 Owyhee River Below Dam SRMA**

#### 36 **Proposed Corridor**

37 The Proposed Corridor passes along the northeast side of Deer Butte, at the mouth of the  
38 canyon between SRMA boundary and irrigated agricultural land to the northeast (see Figure T-  
39 1-5 in Attachment T-1). The Proposed Corridor crosses the Owyhee River about 1,000 feet  
40 downstream (east) from the Owyhee Siphon, a large, steel pipe that conveys irrigation water  
41 from the Owyhee Irrigation District North Canal across the Lower Owyhee River canyon; the  
42 siphon passes under the Lake Owyhee Road (BOR 1994).

43 The Project will cross the Lower Owyhee River canyon just east of the SRMA boundary on  
44 federal lands administered by Reclamation, and will have no direct impact on the ability of  
45 visitors to access or use the SRMA. Construction activity in the vicinity could result in minor  
46 indirect effects through intermittent delay of traffic heading to and from Lake Owyhee.

1 Construction noise will be audible at times within the eastern part of the SRMA, including at the  
2 Lower Owyhee Canyon Watchable Wildlife Area interpretive site and the Snively Hot Springs  
3 site. Undeveloped sites along the river that are used for dispersed recreation are far enough  
4 upstream that construction noise will not likely be noticeable at these locations. The peak  
5 construction noise will be approximately 60 dBA at a point 1,000 feet from the source, for  
6 example, and will be less than 60 dBA more than 2,000 feet away at the interpretive site. A 60  
7 dBA sound level is characteristic of the sound from a large store air conditioning unit at a  
8 distance of 20 feet, and the subjective impression of sound levels between 40 and 60 dBA is  
9 characterized as “quiet” (Exhibit X, Table X-10).

10 The modeled sound contours for the Project indicate that foul-weather sound levels within the  
11 Lower Owyhee Below Dam SRMA will range from 16 dBA to 46 dBA. Sound levels in the higher  
12 part of that range represent locations quite close to the Project, such as in the extreme  
13 northeastern end of the SRMA, where the SRMA boundary is essentially adjacent to Proposed  
14 Corridor near milepost 261. A 45 dBA sound level is characteristic of a quiet residential area  
15 with no activity, and the subjective impression of sound levels between 40 and 60 dBA is  
16 characterized as “quiet” (Exhibit X, Table X-10). Among the commonly used sites within the  
17 SRMA, the Lower Owyhee Watchable Wildlife interpretive site is the closest to the Proposed  
18 Corridor, at a distance of approximately 0.4 mile; at this distance, the with-Project sound level  
19 will be attenuated to a level well below 46 dBA. As noted above, sound levels between 40 and  
20 60 dBA are considered quiet (40 dBA, for example, is the typical sound level of a bedroom or  
21 quiet living room or bird calls, and is considered “faint”), and are not likely to be a source of  
22 annoyance to visitors present at the interpretive site during foul weather. Therefore, it is likely  
23 that very few visitors will be exposed to operational noise from the Project.

24 Exhibit R addresses the expected visual impact of the Proposed Corridor crossing of the Lower  
25 Owyhee River canyon. The transmission line crossing of Lake Owyhee Road will be visible for  
26 about 1 mile on this road proceeding west to east at the eastern end of the SRMA. Proceeding  
27 east to west on Lake Owyhee Road toward the reservoir, motorists will view the north crossing  
28 structure skylined. The crossing structure on the south side of the road and the Owyhee River  
29 and the line proceeding south will be mostly backdropped by existing topography. The crossing  
30 will also be visible from the Owyhee Watchable Wildlife Area interpretive site (KOP 8-52),  
31 located about 0.4 mile west of the crossing. The view looking east from the interpretive site will  
32 include the crossing structure skylined on the north side of the river and road. Other structures  
33 to the north and south will be blocked by the canyon walls. The existing view from this location  
34 includes the Owyhee Siphon, which currently creates substantial contrast with the natural  
35 landscape, and the visual contrast with the Project is rated as strong. A construction multi-use  
36 area and an adjacent fly yard location are situated along the Lake Owyhee Road approximately  
37 0.5 mile northeast of the Proposed Corridor as it passes near the eastern edge of the SRMA.  
38 Features at these facilities will not be visible from KOP 8-52, and associated aerial activity will  
39 not represent a meaningful addition to the visual contrast of the transmission facilities at this  
40 location. The overall resource change and viewer response for KOP 8-52 are both rated as  
41 moderate to high, resulting in a moderate to high (potentially significant) impact level for this  
42 specific location. As necessary, IPC will develop mitigation to reduce the visual impact of the  
43 Project on the Owyhee River Below the Dam SRMA to less than significant.

44 The Project will have no long-term adverse effect on the opportunity for visitors to use the  
45 SRMA. Disturbance effects associated with Project noise will be limited, as construction noise  
46 will be intermittent and of short duration and very few visitors will experience operational noise  
47 from the Project. Disturbance effects associated with Project visual changes will vary, based on  
48 the specific activities and locations of individual visitors. As seen from the Owyhee Watchable  
49 Wildlife Area interpretive site, a skylined Project tower and the existing Owyhee Siphon will be  
50 prominent elements in the view, although they will not dominate the natural landscape. SRMA

1 visitors who stop at the interpretive site may feel that the value of the experience at that site was  
2 diminished by the view of the Project. All visitors to the SRMA will briefly view a similar scene in  
3 will the vicinity of the Proposed Corridor crossing location. Based on the transitory nature of that  
4 view, it is unlikely that many visitors will perceive that visual change as having a noticeable  
5 effect on their overall recreational experience in the SRMA. Based on the nature, limited extent,  
6 and magnitude of the disturbance-related effects, the Project is not expected to have a  
7 significant adverse impact on the overall experience of visitors to the SRMA.

### 8 **Malheur S Alternate Corridor Segment**

9 The Malheur S Alternate crosses approximately 1.4 miles of this SRMA and crosses the river  
10 about 4.5 miles north of Owyhee Dam (see Figure T-1-5 in Attachment T-1). While this alternate  
11 will be located on SRMA lands for a considerable distance, it will have no direct impact on the  
12 ability of visitors to access or use the SRMA; recreational use is concentrated along the Owyhee  
13 River, and the Project will span the canyon at the crossing location. Construction activity in the  
14 vicinity could result in minor indirect effects through intermittent delay of traffic along the river  
15 and heading to and from Lake Owyhee.

16 Construction noise will be audible within the SRMA in the vicinity of the river crossing at times  
17 when construction activity is occurring nearby. Construction activity in any given location will  
18 occur for up to about a week at a time during each phase of the construction process. The  
19 Malheur S Alternate is more than 5 miles south of the existing developed recreation sites in the  
20 SRMA (the Lower Owyhee Canyon Watchable Wildlife Area interpretive site and the Snively Hot  
21 Springs site) and construction noise will not be noticeable at these sites. The river crossing  
22 location is near one undeveloped site along the river where private land is used for dispersed  
23 recreation (BOR 1994), and construction noise will likely be noticeable at this location. The  
24 modeled sound contours for the Project indicate that foul-weather operational noise within the  
25 Lower Owyhee Below Dam SRMA will range from 16 dBA to 61 dBA (as discussed previously  
26 for the Proposed Corridor). Sound levels in the higher part of that range represent locations  
27 quite close to the Project, such as in the immediate vicinity of the crossing location near  
28 milepost 24. Based on observed use patterns for the SRMA, this will primarily apply to  
29 dispersed recreational visitors near the river and the corridor crossing location. A 60 dBA sound  
30 level is characteristic of the sound from a large store air conditioning unit at a distance of 20  
31 feet, and the subjective impression of sound levels from 60 to 70 dBA is characterized as  
32 "moderate," while sound levels between 40 and 60 dBA (which will apply to areas beyond the  
33 immediate crossing location) are characterized as "quiet" (Exhibit X, Table X-10). As noted  
34 above, the two most commonly used sites within the SRMA are both approximately 5 miles  
35 distant and will be beyond the range of Project operational noise.

36 Project facilities on the Malheur S Alternate will be visible from some locations in the SRMA up  
37 to 6.2 miles to the northeast (downstream) and up to 2.2 miles to the southwest (upstream). The  
38 majority of this SRMA occupies steep topography and is relatively inaccessible, and few viewers  
39 are likely to be present in areas above the canyon where views are less restricted by the terrain.

40 Most potential viewers of the Project will be those individuals traveling on Owyhee Lake Road or  
41 other roads in the narrow river valley. The crossing of the river will be viewed both from Owyhee  
42 Lake Road and Haystack Rock Road in the SRMA. A fly yard location for the Malheur S  
43 Alternate along Haystack Rock Road 1 mile northwest of the SRMA and a construction multi-  
44 use area 3 miles east of the SRMA will have little or no visibility to SRMA visitors and will not  
45 make a meaningful contribution to the visual contrast created by the Project. Because potential  
46 viewers are concentrated in a narrow river canyon that encloses more distant views, visibility of  
47 the alternate corridor segment will be limited to the area on either side of the river crossing near  
48 milepost 24. The visual assessment documented in Exhibit R and Attachment R-1 indicates  
49 there will be strong contrast, a moderate to high resource change, and a moderate to high

1 viewer response for KOP 8-96 near the crossing location, resulting in a moderate to high impact  
2 rating for that specific location. Based on the viewing conditions and the short duration of the  
3 view for the typical visitor, however, the visual effect of the Malheur S Alternate on most visitors  
4 to this SRMA is likely to be moderate or less, and not significant.

5 Development of the Project on the Malheur S Alternate will have no long-term adverse effect on  
6 the opportunity for visitors to use the SRMA. Disturbance effects associated with Project noise  
7 will be limited, as construction noise will be intermittent and of short duration and very few  
8 visitors will experience operational noise from the Project. Disturbance effects associated with  
9 Project visual changes will similarly be limited. All SRMA visitors traveling as far as the canyon  
10 crossing will have a brief view of the Project spanning the canyon at the crossing location. A  
11 small number of dispersed recreation users along the river near the crossing location will  
12 experience views of longer duration. Based on the transitory effect for most visitors, it is unlikely  
13 that many visitors will perceive the visual change as having a noticeable effect on their overall  
14 recreational experience in the SRMA. Based on the nature, limited extent, and magnitude of the  
15 disturbance-related effects, the Project is not expected to have a significant adverse impact on  
16 the overall experience of visitors to the SRMA.

### 17 3.3.2.11 Owyhee River Complex SRMA

18 The northern (downstream) edge of this SRMA/ACEC along the west side of Lake Owyhee is  
19 located 1.8 mile southwest of the Malheur S Alternate, while the area on the east side of the  
20 reservoir is approximately 1.5 miles distant (see Figure T-1-5 in Attachment T-1). Project  
21 facilities on the Malheur S Alternate will have no direct impact on use of the SRMA. Project  
22 construction activity could cause minor, intermittent delays for visitors traveling to Lake Owyhee  
23 and the SRMA.

24 Construction noise may be audible at times in the parts of the SRMA that are closest to the  
25 Malheur S Alternate, but the sound levels will be attenuated considerably and will likely be  
26 masked to a degree by sound from motorized boating on the reservoir. Given the distance from  
27 the Malheur S Alternate, operational noise from the Project will not be audible in the SRMA.

28 Much of the west side of this SRMA occupies very steep slopes and is inaccessible. The  
29 northern end of the SRMA unit east of the reservoir is approximately 1.5 miles south of the  
30 Malheur S Alternate. Views across the reservoir from this area will be oriented away from the  
31 500-kV line; views to the north and east toward this alternate will be at least partially blocked by  
32 intervening topography. Bare-earth viewshed analysis indicates potential visibility of the Malheur  
33 S Alternate will be limited to the extreme northern end of the SRMA. Given the middleground  
34 viewing distance and the existence of a parallel 500-kV line, contrast with the Project will be  
35 weak in those limited locations and the resource change will be low. A fly yard and a  
36 construction multi-use area located 3 miles east of the SRMA will have little or no visibility to  
37 SRMA visitors and will not make a meaningful contribution to the visual contrast created by the  
38 Project. While viewer sensitivity in this area will be high, the view duration will be moderate at  
39 most and viewer numbers will be quite low, resulting in a moderate overall viewer response.  
40 With a low resource change and moderate viewer response, the visual impact will be low to  
41 moderate and not significant.

42 Development of the Project on the Malheur S Alternate will have no long-term adverse effect on  
43 the opportunity for visitors to use the SRMA. Disturbance effects associated with Project noise  
44 will be limited to a small portion of the SRMA and will only occur on an intermittent, short-term  
45 basis. Disturbance effects associated with Project visual changes will similarly be limited to a  
46 small portion of the SRMA and be seen by very few visitors. Based on the nature, limited extent,  
47 and low magnitude of the disturbance-related effects, the Project is not expected to have a

1 significant adverse impact on the overall experience of visitors to the Owyhee River Complex  
2 SRMA.

### 3 3.3.2.12 Lake Owyhee State Park

4 The Malheur S Alternate passes about 2.2 miles northeast of the northernmost part of the park  
5 (see Figure T-1-5 in Attachment T-1). Project facilities on the Malheur S Alternate will have no  
6 direct impact on use of Lake Owyhee State Park. Project construction activity could cause  
7 minor, intermittent delays for visitors traveling to Lake Owyhee.

8 Construction noise may be audible at times at the park, but the sound levels will be attenuated  
9 considerably and will likely be masked to a degree by sound from motorized boating on the  
10 reservoir. Given the distance from the Malheur S Alternate, operational noise from the Project  
11 will not be audible in the park.

12 The existing developed recreation facilities at the park are located at lower elevations along the  
13 eastern reservoir shoreline. Bare-earth viewshed analysis indicates that the Malheur S Alternate  
14 will not be visible from the KOP 8-18 in the park, because the tall, steep canyon walls will block  
15 views to the northeast. Visual contrast and impact from KOP 8-18 will be nonexistent.

16 Development of the Project on the Malheur S Alternate will have no long-term adverse effect on  
17 the opportunity for visitors to use Lake Owyhee State Park. Disturbance effects associated with  
18 Project noise will be limited in magnitude and will only occur during construction, and  
19 disturbance effects associated with Project visual changes will not occur. Based on the nature,  
20 limited duration, and magnitude of the disturbance-related effects, the Project is not expected to  
21 have a significant adverse impact on the overall experience of visitors to Lake Owyhee State  
22 Park.

### 23 3.3.3 Mitigation

#### 24 OAR 345-021-0010(1)(t)(C)

25 A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate the  
26 significant adverse impacts identified in (b).

27 IPC has employed measures in the Project planning process to avoid or reduce potential  
28 significant adverse impacts from the Project on recreation resources, and will continue to do so  
29 during right-of-way negotiations and micrositing of the Project facilities. IPC conducted an  
30 extensive Siting Study (Exhibit B, Attachment B-1) and a Supplemental Siting Study (Exhibit B,  
31 Attachment B-2) to consider and evaluate the many resource constraints and opportunities in  
32 determining the location of the Proposed Corridor and the alternate corridor segments.  
33 Avoidance and minimization of potential recreation impacts were prominent objectives in the  
34 siting process for the Project. A number of the land use constraints identified in the siting  
35 process related to the existing or potential recreational attributes of specific locations (see  
36 Exhibit B, Attachment B-1 [2010 Siting Study]). Features related to recreation addressed in the  
37 Siting Study included intact segments of the Oregon National Historic Trail, ACECs (many of  
38 which were designated, at least in part, to protect recreation values), SRMAs, Oregon state  
39 parks (which were treated as exclusion areas), recreation sites and community parks, Wild and  
40 Scenic Rivers and Oregon State Scenic Waterways, and lands designated as wilderness or  
41 known to have wilderness characteristics. As shown in Appendix D of the Siting Study, these  
42 factors were included in the analysis of alternate routes, the comparative analysis of the West,  
43 Central, and Eastern Corridors, and the selection of a Preferred Corridor.

44 As a result of the extensive work done in the Siting Study, the recreation impact assessment  
45 identified no long-term loss of recreational opportunity for the Proposed Corridor or any of the

1 alternate corridor segments, and insignificant impacts from short-term interference with access  
2 to certain recreational opportunities during the construction period. The recreation assessment  
3 identified indirect, disturbance-related impacts to recreation as a result of expected visual and/or  
4 noise effects in some locations. For all of the important recreation resources evaluated,  
5 however, the assessment concluded that there will not be a significant adverse impact on the  
6 overall visitor experience.

7 Because the analysis did not identify significant adverse impact on the overall visitor experience  
8 for any important recreational opportunities, IPC has not proposed any mitigation measures that  
9 are specifically based on the recreation analysis. The expected impacts for recreational visitors  
10 primarily involve the visual effects of the Project in or near areas that provide recreational  
11 opportunities; those visual impacts and consideration of corresponding mitigation are addressed  
12 in Exhibit R and Attachment R-1.

### 13 **3.3.4 Maps**

#### 14 **OAR 345-021-0010(1)(t)(D)**

15 A map of the analysis area showing the locations of important recreational opportunities identified in (A).

16 Attachment T-1 contains a set of five maps that show the recreational opportunities identified in  
17 the analysis area.

### 18 **3.3.5 Monitoring**

#### 19 **OAR 345-021-0010(1)(t)(E)**

20 The applicant's proposed monitoring program, if any, for impacts to important recreational  
21 opportunities.

22 The impact analysis has not identified any significant adverse impacts or mitigation needs  
23 specific to important recreational opportunities that will require monitoring, and no monitoring is  
24 proposed.

### 25 **3.3.6 Additional Project Order Requirements**

26 In addition to assessing impacts to important recreational opportunities, as required under the  
27 applicable statutes and rules, the Project Order directs IPC to address scoping comments that  
28 the Oregon Department of Energy (ODOE) received from the public and reviewing agencies.  
29 Specifically, ODOE included the following text in the Project Order

30 *Commenters expressed concern about the proposed facility's impacts to recreation*  
31 *areas along the entire route. Exhibit T should address potential impacts to recreational*  
32 *opportunities in the analysis area, including, but not limited to, construction and*  
33 *operation impacts from roads, increased traffic, new access routes (such as to all-terrain*  
34 *vehicles), noise. Visual impacts should also be considered.*

35 Consistent with the Project Order and the guidance provided in OAR 345-021-0010(1)(t)(B), the  
36 impact analysis documented in Exhibit T considers impacts from both construction and  
37 operations of the Project, and it considers the recreation-related aspects of Project noise, traffic,  
38 and visual impacts. The potential for new or improved roads associated with the Project to  
39 displace recreational use has been incorporated in the assessment of potential direct or indirect  
40 loss of recreational opportunity associated with the Project. IPC has also evaluated the potential  
41 for new or improved roads associated with the Project to affect recreational resources by  
42 providing increased access for all-terrain vehicles and other means of travel. The results of this  
43 evaluation are summarized below and apply Project-wide.

1 IPC proposes to provide access to the Project for construction and operations through a  
 2 combination of improvements to existing roads and construction of new roads. While the  
 3 Proposed Corridor and the alternate corridor segments pass through areas that can be  
 4 characterized as either rural or remote, virtually the entire analysis area is served by existing  
 5 roads that provide a substantial degree of access for motorized travel. Much of the new road  
 6 mileage will be within or close to the Project ROW, although substantial mileage will also be  
 7 needed to obtain access from existing roads to the ROW.

8 As indicated by the Project maps provided in Exhibit C, Attachment C-2, there are very few  
 9 locations along the Project routes that are more than about a mile from an existing road of some  
 10 type. Because access to virtually all parts of the analysis area is physically possible now, the  
 11 incremental expansion of the road network to serve the Project will not result in a substantial  
 12 expansion of OHV use in areas where it is not physically possible under current access  
 13 conditions. IPC does not propose to allow public OHV use on Project access roads. IPC also  
 14 expects that the terms of ROW agreements with private landowners and public land-managing  
 15 agencies will include provisions requiring control and management of unauthorized uses, such  
 16 as posting of closure signs along the roads. Based on the limited degree of change in physical  
 17 access conditions and implementation of appropriate management provisions, IPC anticipates  
 18 that OHV use facilitated by Project access roads will not be a widespread occurrence and will  
 19 not be a source of significant impacts to recreation resources.

## 20 **4.0 CONCLUSIONS**

21 Exhibit T provides an analysis of potential significant adverse impacts of the Project to important  
 22 recreational opportunities. This Exhibit demonstrates that the Project will comply with the  
 23 approval standard in OAR 345-022-0100 and the submittal requirements in OAR 345-021-  
 24 0010(1)(t). Based on the information in this Exhibit T and other related exhibits, there is  
 25 substantial evidence upon which EFSC can find that construction and operation of the Project  
 26 will not result in a significant adverse impact to any of the important recreational opportunities  
 27 within 2 miles of the Project.

## 28 **5.0 SUBMITTAL AND APPROVAL COMPLIANCE MATRICES**

29 Tables T-2 and T-3 provide cross-references between the submittal requirements of OAR 345-  
 30 021-0010 and the Council's Approval standards of OAR 345-022-0100 and where discussion  
 31 can be found in the Exhibit.

32 **Table T-2.** Submittal Requirements Matrix

Requirement	Location
<b>OAR 345-021-0010(1)(t)</b>	
(t) <b>Exhibit T.</b> Information about the impacts the proposed facility would have on important recreational opportunities in the analysis area, providing evidence to support a finding by the Council as required by OAR 345-022-0100, including:	
(A) A description of the recreational opportunities in the analysis area that includes information on the factors listed in OAR 345-022-0100(1) as a basis for identifying important recreational opportunities.	Section 3.3.1, Attachment T-3

33

1 **Table T-2.** Submittal Requirements Matrix (continued)

Requirement	Location
(B) A description of any significant potential adverse impacts to the important opportunities identified in (A) including, but not limited to: (i) Direct or indirect loss of a recreational opportunity as a result of facility construction or operation; (ii) Noise resulting from facility construction or operation; (iii) Increased traffic resulting from facility construction or operation; (iv) Visual impacts of facility structures or plumes.	Section 3.3.2
(C) A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate the significant adverse impacts identified in (B).	Section 3.3.3
(D) A map of the analysis area showing the locations of important recreational opportunities identified in (A).	Attachment T-1
(E) The applicant's proposed monitoring program, if any, for impacts to important recreational opportunities.	Section 3.3.5

2

3 **Table T-3.** Approval Standard

Requirement	Location
<b>OAR 345-022-0100</b>	
Except for facilities described in section (2), to issue a site certificate, the Council must find that the design, construction and operation of a facility, taking into account mitigation, are not likely to result in a significant adverse impact to important recreational opportunities in the analysis area as described in the project order. The Council shall consider the following factors in judging the importance of a recreational opportunity: (a) Any special designation or management of the location; (b) The degree of demand; (c) Outstanding or unusual qualities; (d) Availability or rareness; (e) Irreplaceability or irretrievability of the opportunity.	Section 3.3.2, Attachment T-3
The Council may issue a site certificate for a special criteria facility under OAR 345-015-0310 without making the findings described in section (1). However, the Council may apply the requirements of section (1) to impose conditions on a site certificate issued for such a facility.	Not Applicable

4

## 5 **6.0 RESPONSE TO COMMENTS FROM REVIEWING AGENCIES AND**

### 6 **THE PUBLIC**

7 Table T-4 cross references comments cited in the Project Order from reviewing agencies and  
8 the public and where discussion can be found in the Exhibit.

1 **Table T-4. Reviewing Public and Reviewing Agency Comments**

Public Comments	Location
Commenters expressed concern about the proposed facility's impacts to recreation areas along the entire route. Exhibit T should address potential impacts to recreational opportunities in the analysis area, including, but not limited to, construction and operation impacts from roads, increased traffic, new access routes (such as to all-terrain vehicles), noise. Visual impacts should also be considered.	Section 3.3.2
Reviewing Agency Comments	
None	

2

3 **7.0 REFERENCES**

- 4 BLM (Bureau of Land Management). 1989. Baker Resource Management Plan and Record of  
5 Decision. U.S. Department of the Interior, BLM, Baker Resource Area, Vale District.  
6 Baker City, Oregon.
- 7 BLM. 1999. Owyhee Resource Management Plan (RMP). U.S. Department of the Interior, BLM,  
8 Lower Snake River District, Boise Field Office. Boise, Idaho.
- 9 BLM. 2001. Proposed Southeastern Oregon Resource Management Plan and Final  
10 Environmental Impact Statement. U.S. Department of the Interior, BLM, Vale Field  
11 Office. Vale, Oregon.
- 12 BLM. 2002. Southeastern Oregon Resource Management Plan and Record of Decision. U.S.  
13 Department of the Interior, BLM, Vale Field Office. Vale, Oregon.
- 14 BLM. 2011. Baker Field Office Draft Resource Management Plan and Environmental Impact  
15 Statement. U.S. Department of the Interior, BLM, Baker Resource Area, Vale District.  
16 Baker City, Oregon.
- 17 BLM. 2012. Vale District Recreation Sites. Accessed at:  
18 <http://www.blm.gov/or/districts/vale/recreation/activities>.
- 19 BOR (Bureau of Reclamation). 1994. Owyhee Reservoir Resource Management Plan. U.S.  
20 Department of the Interior, Bureau of Reclamation, Pacific Northwest Region, Central  
21 Snake Projects Office. Boise, Idaho.
- 22 Carver, E., and J. Caudill. 2007. Banking on Nature 2006: The Economic Benefits to Local  
23 Communities of National Wildlife Refuge Visitation. U.S. Department of the Interior, Fish  
24 and Wildlife Service, Division of Economics. Accessed at:  
25 <http://www.fws.gov/refuges/about/bankingonnature.html>
- 26 City of La Grande. 2012. Parks page on City website. Available online at  
27 [http://www.cityoflagrande.org/muraProjects/muraLAG/lagcity/index.cfm/city-](http://www.cityoflagrande.org/muraProjects/muraLAG/lagcity/index.cfm/city-facilities/parks)  
28 [facilities/parks](http://www.cityoflagrande.org/muraProjects/muraLAG/lagcity/index.cfm/city-facilities/parks).
- 29 City of La Grande. 2009. City Ordinance Number 3182, Comprehensive Plan. Adopted October  
30 21, 2009. Available online at  
31 [http://www.cityoflagrande.org/muraProjects/muraLAG/lagcity/?LinkServID=97481322-](http://www.cityoflagrande.org/muraProjects/muraLAG/lagcity/?LinkServID=97481322-C409-86DB-21D8C2DD524B14E7&showMeta=0)  
32 [C409-86DB-21D8C2DD524B14E7&showMeta=0](http://www.cityoflagrande.org/muraProjects/muraLAG/lagcity/?LinkServID=97481322-C409-86DB-21D8C2DD524B14E7&showMeta=0)
- 33 DeLorme. 2004. Oregon Atlas and Gazetteer. Yarmouth, Maine.
- 34 DeLorme. 2007. Idaho Atlas and Gazetteer. Yarmouth, Maine.

- 1 Funding Universe. 2013. Global Outdoors, Inc. History. Available at: <http://www.funding>  
2 [universe.com/company-histories/global-outdoors-inc-history/](http://www.fundinguniverse.com/company-histories/global-outdoors-inc-history/)
- 3 Givens Hot Springs. 2012. Welcome, Swimming and camping website pages. Available online  
4 at: <http://www.givenshotsprings.com>
- 5 Gold Prospectors Association of America. 2013. Blue Bucket. Available at:  
6 <http://www.goldprospectors.org/Membership/LDMA/BlueBucket/tabid/130/Default.aspx>
- 7 ODFW (Oregon Department of Fish and Wildlife). 2008. Ladd Marsh Wildlife Area Management  
8 Plan. Available online at:  
9 [http://www.dfw.state.or.us/agency/commission/minutes/08/01\\_January/Exhibit%20G\\_%204%20Ladd%20Marsh.pdf](http://www.dfw.state.or.us/agency/commission/minutes/08/01_January/Exhibit%20G_%204%20Ladd%20Marsh.pdf)  
10
- 11 ODFW. 2012. Visitors' Guide, Northeast Region and High Desert Region. Available online at  
12 <http://www.dfw.state.or.us/resources>
- 13 ODOT (Oregon Department of Transportation). 2010. 2010 Traffic Volumes on State Highways.  
14 Available online at: [http://www.oregon.gov/ODOT/TD/TDATA/tsm/docs/2010\\_TVT.pdf](http://www.oregon.gov/ODOT/TD/TDATA/tsm/docs/2010_TVT.pdf)
- 15 ODOT. 2011. Oregon Official State Map. ODOT, Transportation Development Division. Salem,  
16 Oregon.
- 17 ODOT. 2012. Trip Check website, Rest Areas and SnoParks pages. Available online at:  
18 <http://www.tripcheck.com>
- 19 OPRD (Oregon Parks and Recreation Department). 2012a. Oregon State Parks: Lake Owyhee  
20 State Park, Hilgard Junction State Park, Farewell Bend State Recreation Area and Blue  
21 Mountain Forest State Scenic Corridor. Accessed at:  
22 <http://www.oregonstateparks.org/park>
- 23 OPRD. 2012b. Eastern Oregon Ride Areas. Available online at: <http://atv.prd.state.or.us/places>.
- 24 USFS (U.S. Department of Agriculture, Forest Service). 2012. Wallowa-Whitman National  
25 Forest Recreation. Available online at [http://www.fs.usda.gov/recarea/wallowa-](http://www.fs.usda.gov/recarea/wallowa-whitman/recreation)  
26 [whitman/recreation](http://www.fs.usda.gov/recarea/wallowa-whitman/recreation)
- 27 USFWS (U.S. Fish and Wildlife Service). 2008. Umatilla National Wildlife Refuge  
28 Comprehensive Conservation Plan. U.S. Department of the Interior, Fish and Wildlife  
29 Service, Mid-Columbia River National Wildlife Refuge Complex. Available online at:  
30 <http://www.fws.gov/umatilla/refuge-planning.html>
- 31 USFWS. 2012a. Umatilla National Wildlife Refuge –Overview. Available online at:  
32 <http://www.fws.gov/refuges/profiles/index.cfm?id=13583>
- 33 USFWS. 2012b. Deer Flat National Wildlife Refuge – Map and Directions and Refuge and  
34 Policy History, Public Use Overview and Wildlife and Habitat Fact Sheets. Available  
35 online at: <http://www.fws.gov/deerflat>

**ATTACHMENT T-1  
FIGURES**

---

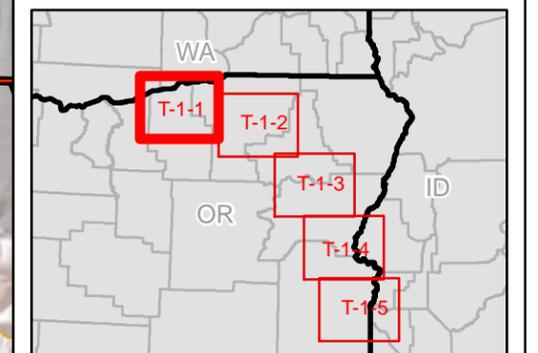
**Figure T-1-1**

**Inventoried Recreation Opportunities**

**Legend**

-  BLM Recreation Site
-  USFS Recreation Site
-  USFWS Recreation Site
-  ODFW Recreation Site
-  OPRD Recreation Site
-  County/City Recreation Site
-  Private Recreation Site
-  Proposed Substation
-  Alternative Substation
-  Proposed Rebuild
-  Proposed Corridor
-  Alternate Corridor
-  Site Boundary
-  Exhibit T Analysis Area (2 mi Radius from Site Boundary)
-  City/Town
-  State Boundary
-  County Boundary
-  Interstate
-  Highway
-  Major Road
-  Bureau of Land Management
-  Bureau of Reclamation
-  Department of Defense
-  Indian Reservation
-  Private
-  State
-  U.S. Fish and Wildlife Service
-  U.S. Forest Service

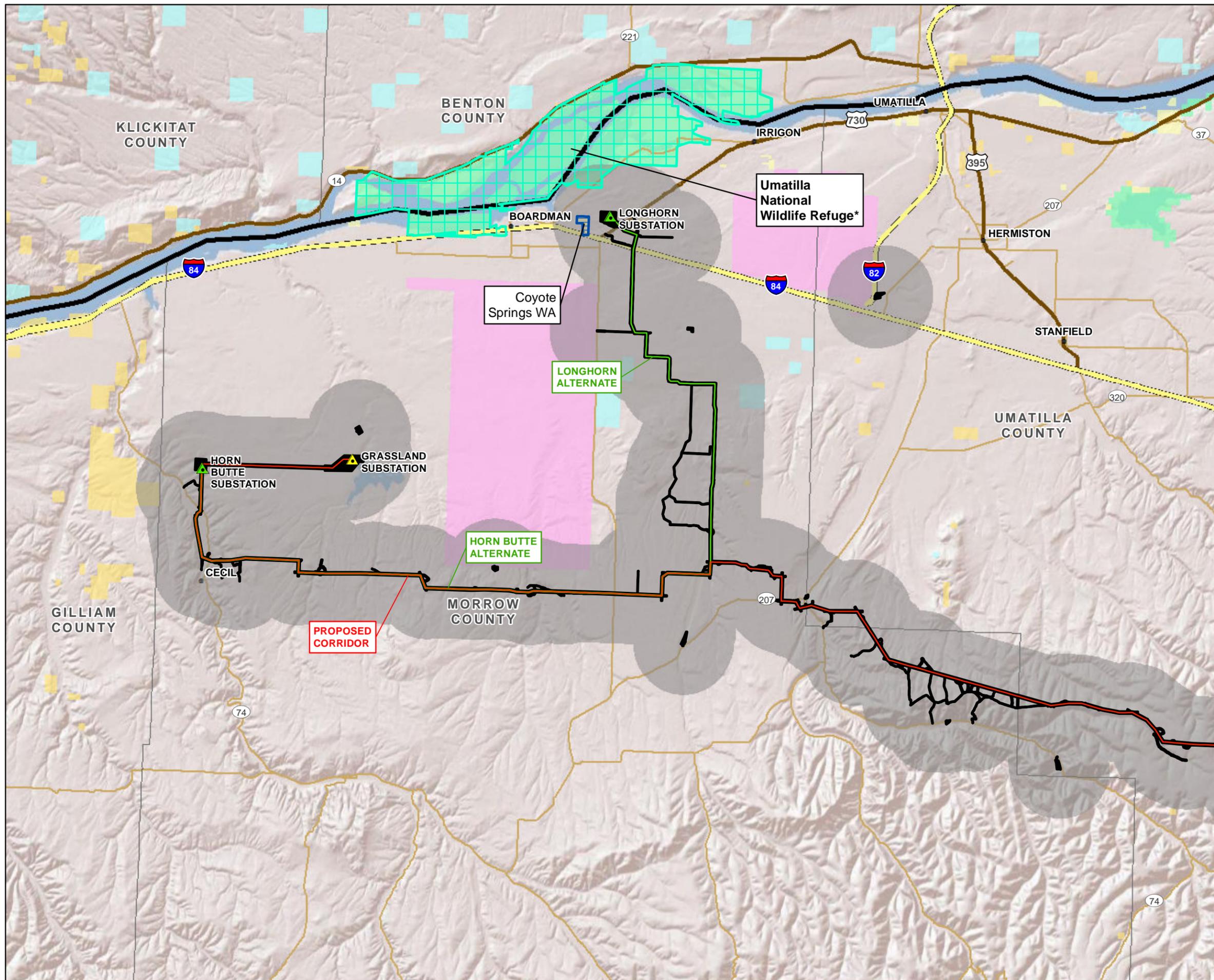
\*Note: Important Recreation Sites are designated with a bolded label and an asterisk (\*) on the map.



**Boardman to Hemingway  
Transmission Line Project  
Oregon-Idaho**



February 2013



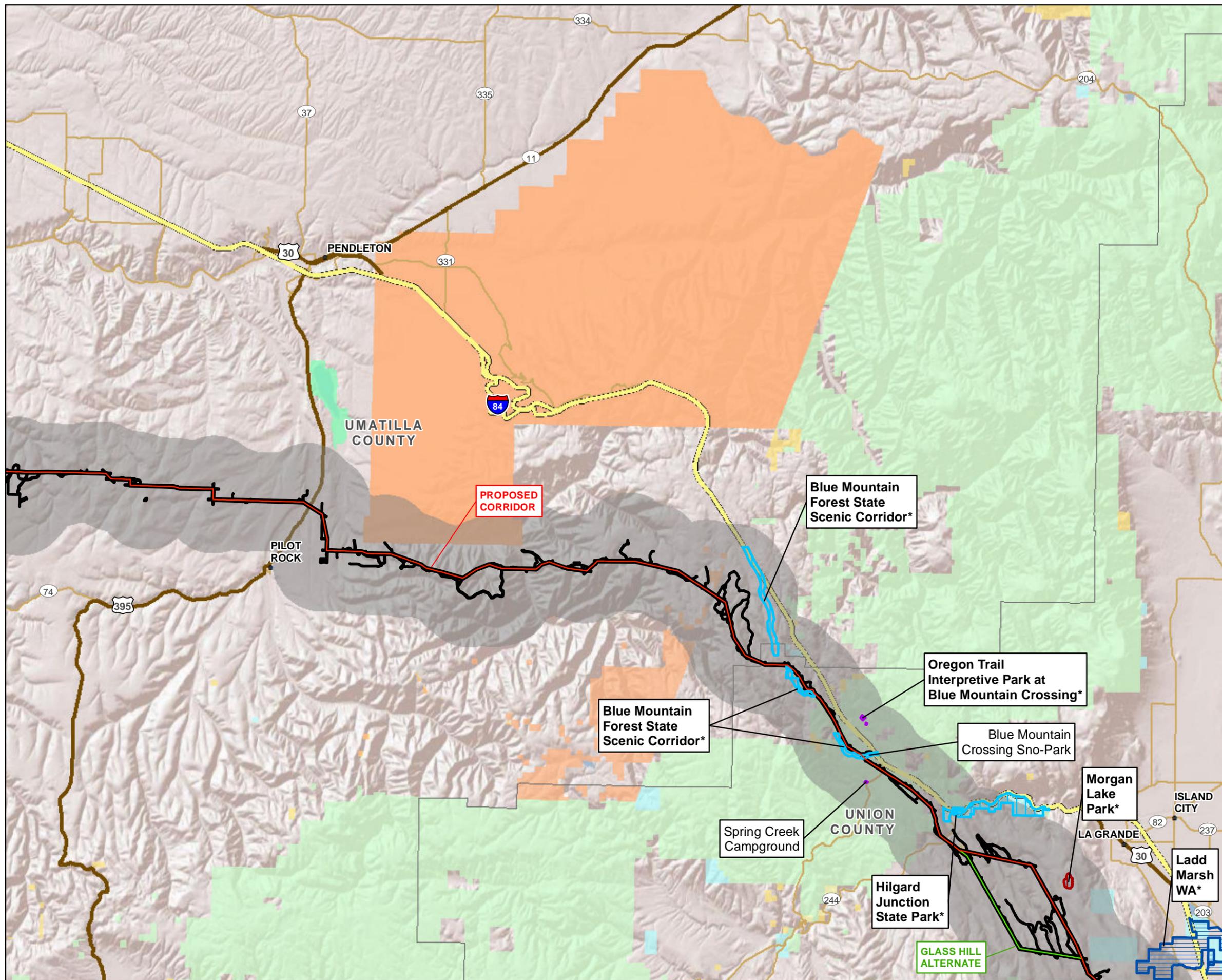
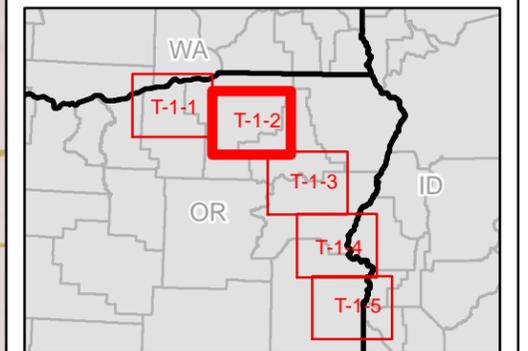
**Figure T-1-2**

**Inventoried Recreation Opportunities**

**Legend**

-  BLM Recreation Site
-  USFS Recreation Site
-  USFWS Recreation Site
-  ODFW Recreation Site
-  OPRD Recreation Site
-  County/City Recreation Site
-  Private Recreation Site
-  Proposed Substation
-  Alternative Substation
-  Proposed Rebuild
-  Proposed Corridor
-  Alternate Corridor
-  Site Boundary
-  Exhibit T Analysis Area (2 mi Radius from Site Boundary)
-  City/Town
-  State Boundary
-  County Boundary
-  Interstate
-  Highway
-  Major Road
-  Bureau of Land Management
-  Bureau of Reclamation
-  Department of Defense
-  Indian Reservation
-  Private
-  State
-  U.S. Fish and Wildlife Service
-  U.S. Forest Service

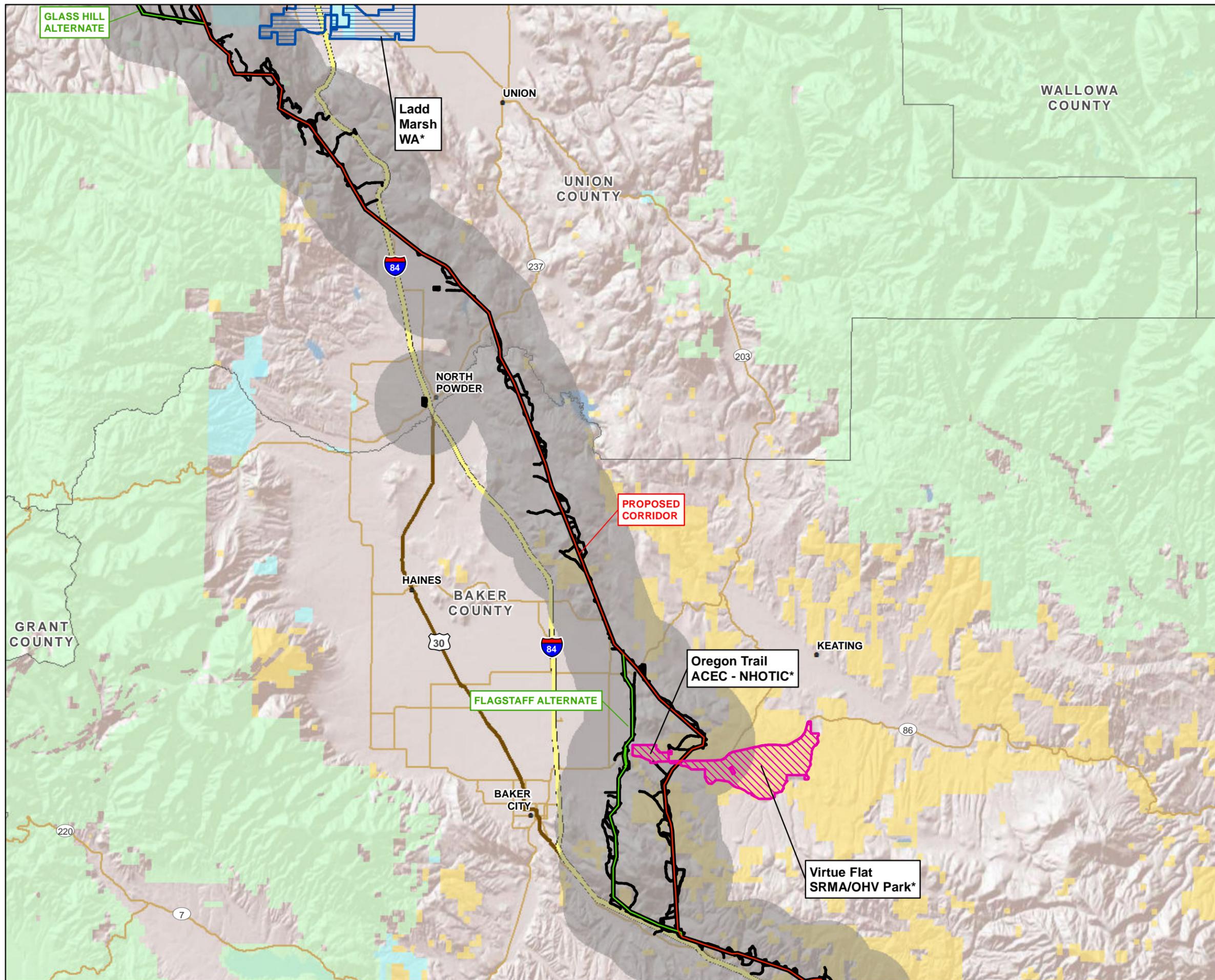
\*Note: Important Recreation Sites are designated with a bolded label and an asterisk (\*) on the map.



**Boardman to Hemingway  
Transmission Line Project  
Oregon-Idaho**



February 2013



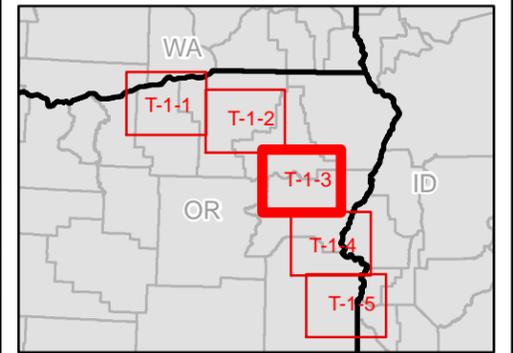
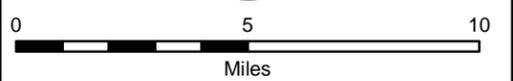
**Figure T-1-3**

**Inventoried Recreation Opportunities**

**Legend**

- BLM Recreation Site
- USFS Recreation Site
- USFWS Recreation Site
- ODFW Recreation Site
- OPRD Recreation Site
- County/City Recreation Site
- Private Recreation Site
- Proposed Substation
- Alternative Substation
- Proposed Rebuild
- Proposed Corridor
- Alternate Corridor
- Site Boundary
- Exhibit T Analysis Area (2 mi Radius from Site Boundary)
- City/Town
- State Boundary
- County Boundary
- Interstate
- Highway
- Major Road
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- Indian Reservation
- Private
- State
- U.S. Fish and Wildlife Service
- U.S. Forest Service

\*Note: Important Recreation Sites are designated with a bolded label and an asterisk (\*) on the map.



**Boardman to Hemingway  
Transmission Line Project  
Oregon-Idaho**

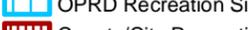
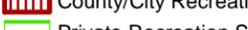
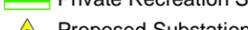
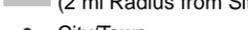
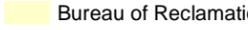
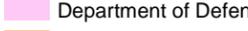
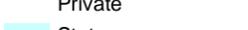
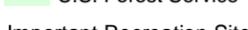
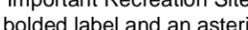


February 2013

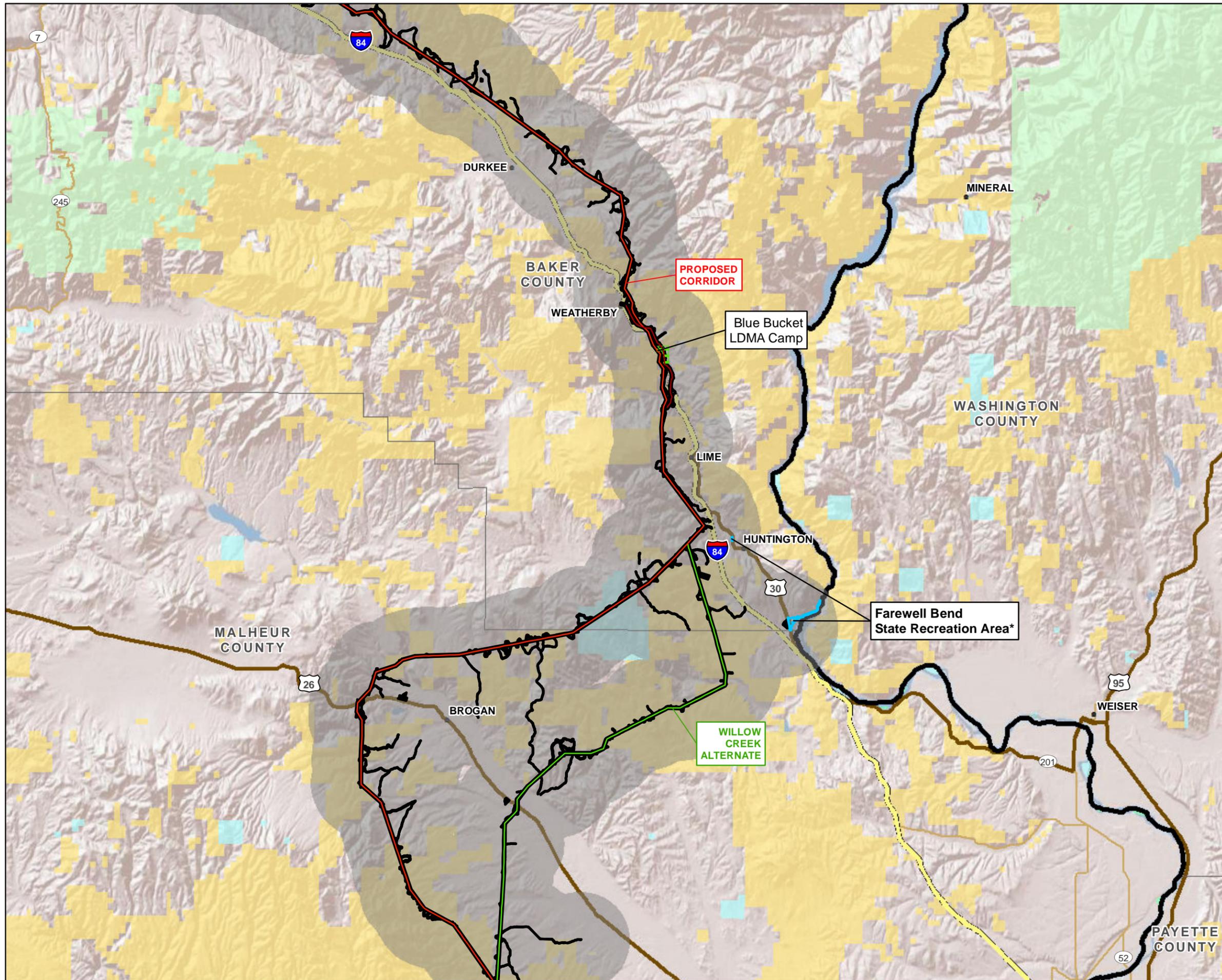
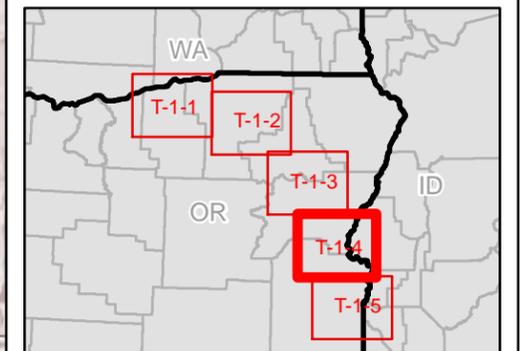
**Figure T-1-4**

**Inventoried Recreation Opportunities**

**Legend**

-  BLM Recreation Site
-  USFS Recreation Site
-  USFWS Recreation Site
-  ODFW Recreation Site
-  OPRD Recreation Site
-  County/City Recreation Site
-  Private Recreation Site
-  Proposed Substation
-  Alternative Substation
-  Proposed Rebuild
-  Proposed Corridor
-  Alternate Corridor
-  Site Boundary
-  Exhibit T Analysis Area (2 mi Radius from Site Boundary)
-  City/Town
-  State Boundary
-  County Boundary
-  Interstate
-  Highway
-  Major Road
-  Bureau of Land Management
-  Bureau of Reclamation
-  Department of Defense
-  Indian Reservation
-  Private
-  State
-  U.S. Fish and Wildlife Service
-  U.S. Forest Service

\*Note: Important Recreation Sites are designated with a bolded label and an asterisk (\*) on the map.



**Boardman to Hemingway  
Transmission Line Project  
Oregon-Idaho**



February 2013

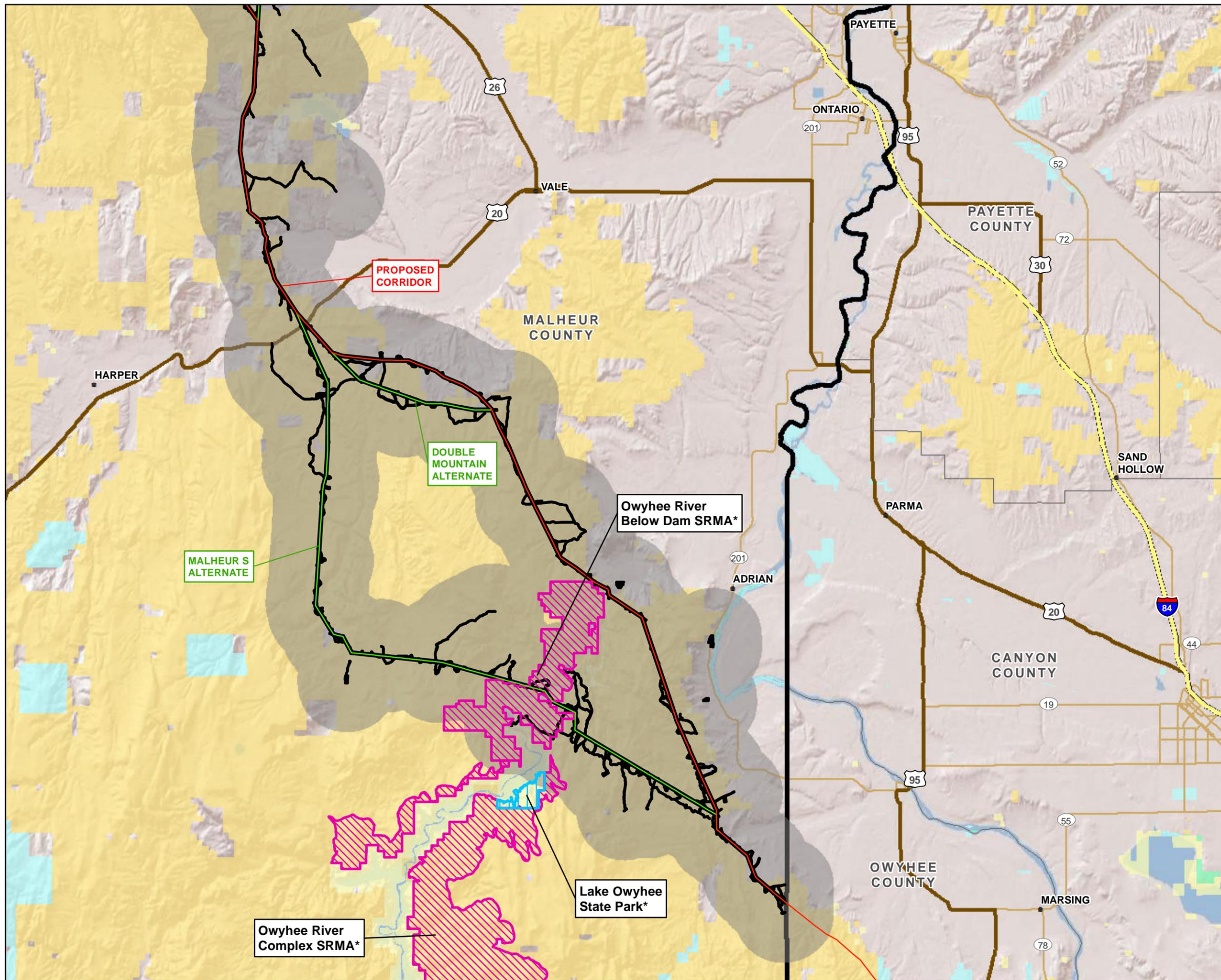
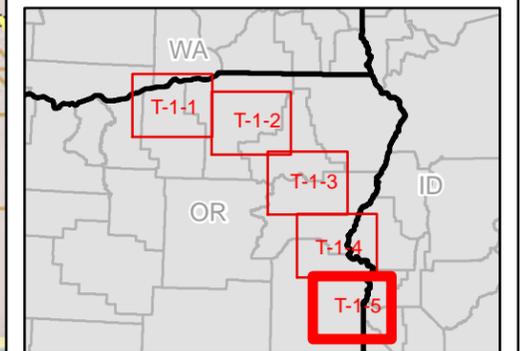
**Figure T-1-5**

**Inventoried Recreation Opportunities**

**Legend**

-  BLM Recreation Site
-  USFS Recreation Site
-  USFWS Recreation Site
-  ODFW Recreation Site
-  OPRD Recreation Site
-  County/City Recreation Site
-  Private Recreation Site
-  Proposed Substation
-  Alternative Substation
-  Proposed Rebuild
-  Proposed Corridor
-  Alternate Corridor
-  Site Boundary
-  Exhibit T Analysis Area (2 mi Radius from Site Boundary)
-  City/Town
-  State Boundary
-  County Boundary
-  Interstate
-  Highway
-  Major Road
-  Bureau of Land Management
-  Bureau of Reclamation
-  Department of Defense
-  Indian Reservation
-  Private
-  State
-  U.S. Fish and Wildlife Service
-  U.S. Forest Service

\*Note: Important Recreation Sites are designated with a bolded label and an asterisk (\*) on the map.



Owyhee River Complex SRMA\*

Lake Owyhee State Park\*

Owyhee River Below Dam SRMA\*

PROPOSED CORRIDOR

DOUBLE MOUNTAIN ALTERNATE

MALHEUR S ALTERNATE

**ATTACHMENT T-2  
LIST OF RECREATIONAL OPPORTUNITIES  
IN THE ANALYSIS AREA**

---

**Table T-2-1. Recreational Opportunities within the Analysis Area (within 2 Miles of the Site Boundary)**

Recreational Opportunity	Closest Milepost	Distance to Corridor from Property	Direction to Corridor	Visibility	Within 0.5 Mile	Important Resource
Umatilla NWR - McCormack Unit	0.0	1.25 miles	NW	Unlikely	No	Yes
Columbia Basin –Coyote Springs WA	1	0.0 mile	Crossed	Yes	Yes	No
Blue Mountain Forest State Scenic Corridor	102.6	0.0 mile	Crossed	Yes	Yes	Yes
Oregon Trail Interpretive Park at Blue Mountain Crossing	101	1.05	W	No	No	Yes
Blue Mountain Crossing Day-Use Area/Sno-Park	102.8	0.25	SW	Yes	Yes	No
Spring Creek Campground	103.4	0.75	NE	Yes	No	No
Hilgard Junction State Park – Proposed Corridor	106.8	0.35 mile	W	Yes	Yes	Yes
Hilgard Junction State Park – Glass Hill Alternate	0.0	1.27 miles	NW	No	No	Yes
Morgan Lake Park	113	0.8 mile	W	No	No	Yes
Ladd Marsh WA	117.6	1.3 miles	S	Yes	No	Yes
Oregon Trail ACEC - NHOTIC Parcel (Proposed Corridor)	156.4	0.35	SE	Yes	Yes	Yes
Oregon Trail ACEC - NHOTIC Parcel (Flagstaff Alternate Corridor Segment)	4.0	0.2 mile	W	Yes	Yes	Yes
Virtue Flat SRMA OHV Park – Proposed Corridor	156.2	0.0 mile	Crossed	Yes	Yes	Yes
Virtue Flat SRMA OHV Park – Flagstaff Alternate	4.9	1.9 miles	W	No	No	Yes
Blue Bucket LDMA Camp (Proposed Corridor and Rebuild)	190.8, 2.5	<0.1 mile 0.0 mile	W Crossed	Yes	Yes	No
Farewell Bend State Recreation Area – Proposed Corridor	198.4	5.0 miles	NW	Yes	No	Yes
Farewell Bend State Recreation Area – Willow Creek Alternate	0.4	1.8 miles	W	Yes	No	Yes
Owyhee River Below Dam SRMA – Proposed Corridor	260.8	0.2 mile	NE	Yes	Yes	Yes
Owyhee River Below Dam SRMA – Malheur S Alternate	22.7 – 29.1	0.0 mile	Crossed		Yes	Yes
Owyhee River Complex SRMA (Malheur S only)	25.9	1.5 mile	S	Yes	No	Yes
Lake Owyhee State Park (Malheur S only)	25.9	2.2. mile	S	No	No	Yes

ACEC – Area of Critical Environmental Concern

NHOTIC – National Historic Oregon Trail Interpretive Center

NWR – National Wildlife Refuge

OHV – off-highway vehicle

SRMA – Special Recreation Management Area

WA – Wilderness Area

**ATTACHMENT T-3  
IMPORTANCE ASSESSMENT FOR RECREATIONAL  
OPPORTUNITIES IN THE ANALYSIS AREA**

---

**Table T-3-1. Importance Assessment for Recreational Opportunities within the Analysis Area**

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Resource?
				Designation	Demand	Qualities	Rareness	Replaceability	
<b>Proposed Corridor</b>									
Blue Mountain Forest State Scenic Corridor (OPRD 2012a; ODOT 2010)	OPRD	Linear area, with three discontinuous parcels, along the former Old Oregon Trail Highway (old US 30, parallel to I-84) between Deadman's Pass and Spring Creek in Umatilla and Union counties. Corridor designated to protect area of mature evergreen forests. Day-use only, with facilities limited to a designated viewpoint.	Approx. 9 miles long, 990 acres	State Scenic Corridor	Joint use with travel on old US 30; count not reported in OR highway counts, but use level appears to be at least moderate	Corridor area includes intermittent stands of old-growth pine, larch, spruce and fir, plus other native plants and animals. Landscape somewhat typical for Blue Mountain region, but unusual for I-84 corridor.	One of five state scenic corridors in eastern Oregon. Rare example of mature conifer forest along I-84 between the Dalles, OR and Ogden, UT. Uncommon recreational opportunity focused specifically on scenic driving.	Irreplaceable, based on age and character of vegetation community	Yes (Based primarily on designation status, rareness, and lack of replaceability)
Oregon Trail Interpretive Park at Blue Mountain Crossing (USFS 2012)	USFS, Wallowa-Whitman NF	Small USFS developed facility oriented to Oregon Trail interpretation and experience. Located within I-84 corridor northeast of La Grande in Union County.	16 acres	Site includes part of National Historic Trail	Medium use level, per USFS	Facilities include a large parking area, picnic area with shelter, restrooms, potable water, a paved accessible trail, two unpaved loop trails, and interpretive displays at the trailhead and along the trails. Evidence of historic Oregon Trail use and a prominent viewpoint. Unusual interpretive focus for the Blue Mountain region	Site is one of several in eastern Oregon with Oregon Trail evidence and interpretation; forested setting differs from most other similar sites. Uncommon opportunity.	Irreplaceable, based on Oregon Trail evidence	Yes (Based on designation status, rareness, and lack of replaceability)
Blue Mountain Crossing Day Use Area/Sno-Park (USFS 2012; ODOT 2012)	USFS, Wallowa-Whitman NF	Sno-Park facility with winter plowing service located at or near USFS day-use facility.	0.1 acre	No special designation	Light, per USFS	Facilities include a parking area and toilets. Site provides access for cross-country skiing and snowshoeing. Unusual or outstanding qualities not evident.	One of 22 Sno-Parks in northeastern Oregon, more than half in Umatilla, Union, and Baker counties. Common opportunity.	Replaceable	No (Based on lack of designation, lack of unusual qualities, common opportunity, and replaceability)
Spring Creek Campground (USFS 2012)	USFS, Wallowa-Whitman NF	Small, standard USFS campground located in open pine forest setting near Spring Creek, west of I-84 and northwest of La Grande in Union County.	3.3 acres, 4 sites	No special designation	Light use level, Per USFS	Typical USFS campground with a small capacity, 4 tent sites only; picnic tables and vault toilets. No fees, no reservations. Unusual or outstanding qualities not evident.	Site is one of 5 campgrounds in USFS Blue Mountain/Grande Ronde area, among 50 on W-WNF. Common opportunity.	Replaceable	No (Based on lack of designation, lack of unusual qualities, small capacity and low use, common opportunity, and replaceability)
Hilgard Junction State Park (OPRD 2012a)	OPRD	Park with overnight and day-use facilities in wooded area along Grande Ronde River in Union County, adjacent to Oregon 244 interchange with I-84.	1,083 acres	State Park	Use data not found in search; assumed Moderate, based on capacity and accessibility	Camp (18 sites) and picnic facilities have restrooms with flush toilets, potable water, horseshoe pit, Oregon Trail interpretive display. Site provides river access for fishing, rafting and swimming. Unusual in terms of level of facility development and location on a key river.	One of 12 OPRD developed recreation sites with camping facilities in eastern Oregon, including 6 on streams. Uncommon opportunity.	Somewhat Irreplaceable, based on limited supply of comparable sites	Yes (Based primarily on designation status, development/attraction qualities and rareness)

**Table T-3-1.** Importance Assessment for Recreational Opportunities within the Analysis Area (continued)

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Resource?
				Designation	Demand	Qualities	Rareness	Replaceability	
Morgan Lake Park (City of La Grande 2009, 2012)	City of La Grande	City park with overnight and day-use facilities on a small reservoir 3 miles southwest of La Grande in Union County.	204.5 acres	City Park	Assumed moderate, based on capacity	Site has 12 picnic tables and 5 barbecue pits, restroom, boat launch, floating dock, fishing piers. Opportunities for camping, picnicking, fishing, swimming and walking. Considered a regional park. Unusual setting and facilities for a municipal park resource.	One of 11 La Grande city park facilities; only one located outside of town and with camping. Uncommon opportunity close to a sizable community.	Somewhat Irreplaceable, based on supply of comparable sites	Yes (Based primarily on unusual city park qualities and rareness)
Ladd Marsh Wildlife Area (ODFW 2012)	ODFW	Wildlife management area with three parcels and eight management units adjacent to I-84 and OR 203 southeast of La Grande in Union County. Open for wildlife-oriented recreation, with various seasonal and access restrictions.	6,019 acres	State Wildlife Area	Assumed moderate, based on area size and use restrictions	Recreation access features include 18 small parking areas, a 1-mile nature trail and several foot trails. Restrooms, viewing blind and viewing platform at Tule Lake Access Area location. Unusual habitat within the region, widely known viewing opportunities.	Largest hardstem bulrush marsh in northeastern Oregon. Uncommon opportunity.	Essentially Irreplaceable, based on key habitat	Yes (Based on designation status, apparent use level, rareness, and lack of replaceability)
Oregon Trail Area of Critical Environmental Concern (ACEC), National Historic Oregon Trail Interpretive Center (NHOTIC) Parcel (BLM 1989, 2011)	BLM, Vale District	Management designation applied to seven parcels of public lands (five in analysis area) with remnants of the Oregon National Historic Trail, managed to preserve the historic resources and visual qualities. Parcels are distributed along approximately 90 miles of the analysis area, within Union and Baker counties. Parcel including NHOTIC provides substantial recreation opportunities.	519 acres	Area of Critical Environmental Concern and National Historic Trail	High; 66,000 NHOTIC visits in 2009	Largest ACEC parcel (500 acres) includes the National Historic Oregon Trail Interpretive Center (NHOTIC), which is a high-use visitor facility with major road access, trail system, outdoor interpretive displays and picnic areas. The other parcels have more limited access, minimal or no visitor facilities, and low use. Outstanding facility and opportunity for Oregon Trail interpretation.	NHOTIC is a unique facility and visitor attraction of national significance.	Irreplaceable, based on Oregon Trail evidence	Yes (Based on designation status, NHOTIC use level, outstanding quality, rareness, and lack of replaceability)
Virtue Flat Special Recreation Management Area (SRMA) Off-Highway Vehicle (OHV) Park (BLM 2011, 2012a; OPRD 2012b)	BLM, Vale District	Area of public lands managed for OHV recreation, located east of Baker City in Baker County.	4,918 acres (3,560 acres for intensive use), 61 miles of trails	Special Recreation Management Area	9,000 visits in 2009 (Moderate)	Rolling sagebrush hills and rocky terrain provides variety of challenges for all types of OHVs, and excellent views of Elkhorn and Wallowa mountains. Site includes a staging area with seasonal restroom, loading ramp, information signs, and maps, and parking. Area reported to be considered a premier OHV destination.	Site is one of nine OHV areas in the Blue Mountain region. Common, based on number of similar opportunities.	Somewhat Irreplaceable, based on potential supply of sites suitable for OHV use	Yes (Based on local and regional demand and relative lack of replaceability)

**Table T-3-1. Importance Assessment for Recreational Opportunities within the Analysis Area (continued)**

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Resource?
				Designation	Demand	Qualities	Rareness	Replaceability	
Blue Bucket LDMA Camp (Gold Prospectors Association of America 2013)	LDMA-AU, Inc.	Privately-owned property used by members for recreational gold prospecting and associated camping. Access is via Valentine Lane from I-84, Exit 335.	140 acres	None	Assumed to be Low, based on approximately 5,000 members and 14 similar properties nationwide.	Camping use is secondary to recreational prospecting; some availability of electricity and water, with minimal other developed recreation facilities; property is crossed by Chimney Creek and 138, 69-kV lines, adjacent to I-84 and railroad. Substantially modified site with diminished attractiveness for recreation.	Apparently 1 of 14 similar properties available to LDMA members. Other properties operated for similar purposes not known in the analysis area, but prospecting opportunities on public and other private lands are widespread. Common.	Replaceable	No  (Based on low demand, lack of outstanding qualities, common opportunity, and replaceability)
Farewell Bend State Recreation Area (OPRD 2012a)	OPRD	Moderate-sized state park system unit with overnight and day-use facilities on shoreline of Snake River/Brownlee Reservoir. Access is via U.S. Highway 30, near I-84 and Huntington.	86 acres	State Recreation Area	Use data not found in search; assumed to be High, based on large capacity and mix of facilities	Main campground with capacity of 121 sites (91 utility sites with electricity and water and 30 tent sites); restrooms with flush toilets, hot showers, potable water. Separate hiker/biker camp area, group tent camp and two cabins. Day-use and support facilities include large picnic area, boat ramp, wastewater dump station, fishing dock, viewing deck, basketball and volleyball courts, and shelter with Oregon Trail interpretive displays. Outstanding opportunities for reservoir- oriented recreation.	One of 12 OPRD developed recreation sites with camping facilities in eastern Oregon, including 4 on lakes or reservoirs. Rare facility, based on size of reservoir, development level and setting.	Somewhat Irreplaceable, based on supply of comparable sites	Yes  (Based primarily on designation status, capacity/use level, development/ attraction qualities and rareness)
Owyhee River Below the Dam Special Recreation Management Area (SRMA) (BLM 2002)	BLM, Vale District	Area coincides with ACEC of the same name and incorporates Lower Owyhee River Watchable Wildlife Area, located southeast of Adrian and downstream from Owyhee Dam in Malheur County.	11,239 acres	Special Recreation Management Area (and ACEC)	Low to Moderate, depending on site; 8,200 visitors at Snively Hot Springs and 9,600 at interpretive site in 1997	River corridor includes high- quality scenery and provides excellent opportunities for sightseeing/driving for pleasure, hiking/walking, viewing wildlife and historic resources, photography, hunting, fishing, camping, and water play. SRMA includes the existing Lower Owyhee Interpretive Site and the Snively Hot Springs partially developed recreation site. Unusual combination of desert canyon and river scenery, and accessibility.	Canyon scenery and variety of opportunities are uncommon.	Irreplaceable, based on river and canyon	Yes  (Based on designation status, unusual quality of opportunities, rareness and lack of replaceability)
<b>Horn Butte Alternate Corridor Segment</b>									
None									

**Table T-3-1. Importance Assessment for Recreational Opportunities within the Analysis Area (continued)**

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Resource?
				Designation	Demand	Qualities	Rareness	Replaceability	
<b>Longhorn Alternate Corridor Segment</b>									
Umatilla National Wildlife Refuge (USFWS 2012b, 2008; Carver and Caudill 2007)	USFWS	Relatively large area spanning the Columbia River in Oregon and Washington, with a mix of open water, wetland and upland habitats. Six total management units, with portion of McCormack Unit in the analysis area	25,000 total acres, 6,900 in McCormack Unit	National Wildlife Refuge	75,700 total visits to all 6 units in 2006; Moderate for McCormack	McCormack Unit facilities include a boat ramp, trail and auto tour route; excellent opportunities for wildlife viewing and interpretation, hunting, fishing, and hiking. Unusual scale of water-oriented wildlife recreation opportunities.	Scope and variety of habitats is uncommon. Types of visitor opportunities are uncommon within the region.	Irreplaceable (based on effective ability to replace the habitats that create the recreational opportunities)	Yes (Based on designation status, use level, rareness and lack of replaceability)
Coyote Springs Wildlife Area (ODFW 2012)	ODFW	Small wildlife management unit adjacent to I-84 east of Boardman in Morrow County. Open for wildlife-oriented recreation.	160 acres	State Wildlife Area	Not reported; assumed to be Low, based on site characteristics	Minimal facilities for recreation, primarily a small gravel parking lot for public access. Activities include bird watching and hunting, other than big game. Substantially modified site with adjacent transportation and utility facilities, resulting in reduced attractiveness as a recreation site.	Types of habitat and opportunities available at several other locations nearby. Common opportunity.	Replaceable (based on ability to replace the habitats and/or acquire other property for on-site recreational opportunities)	No (Based on limited use, quality of site conditions, common opportunity, and replaceability)
<b>Glass Hill Alternate Corridor Segment</b>									
(No additional sites not listed above; Hilgard Junction State Park within analysis area)									
<b>Flagstaff Alternate Corridor Segment</b>									
(No additional sites not listed above; NHOTIC and Virtue Flat opportunities within analysis area)									
<b>Double Mountain Alternate Corridor Segment</b>									
None									
<b>Malheur S Alternate Corridor Segment</b>									
Owyhee River Complex Special Recreation Management Area (SRMA) (BLM 2002)	BLM, Vale District	Large area surrounding Owyhee Reservoir and the upper Owyhee River; contains more than 15 separate management units including wild and scenic river corridors, wilderness study areas, and ACECs, to be managed to protect resources and values associated with respective units.	462,134 acres	Special Recreation Management Area	Use data not found in search; assumed to be Low to High, depending on specific unit	SRMA includes outstanding river canyon scenery and whitewater boating, unique cultural sites, high-quality fishery, hiking, camping, sightseeing, and opportunities for solitude and primitive recreation.	Rare river canyon setting and variety of river-oriented recreation opportunities	Irreplaceable	Yes (Based primarily on diversity and quality of opportunities, rareness and lack of replaceability)

**Table T-3-1.** Importance Assessment for Recreational Opportunities within the Analysis Area (continued)

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Resource?
				Designation	Demand	Qualities	Rareness	Replaceability	
Lake Owyhee State Park (OPRD 2012a)	OPRD	Relatively large park with overnight and day-use facilities on shoreline of 53-mile-long Owyhee Reservoir in Malheur County. Access is via 33-mile paved road from highway connections at Nyssa or Adrian.	864 acres	State Park	Use data not found in search; assumed to be High, based on large capacity and mix of facilities	Two campgrounds with combined capacity of 74 sites (57 utility sites and 17 tent sites); restrooms with flush toilets, hot showers, potable water. Day-use and support facilities include large picnic area, two boat ramps, marine fuel and ice. Site provides access for fishing, boating and swimming, plus variety of land-based activities. Outstanding opportunities for developed recreation.	One of 12 OPRD developed recreation sites with camping facilities in eastern Oregon, including 4 on lakes or reservoirs. Rare resource, based on size of reservoir, development level and capacity, and setting.	Somewhat Irreplaceable, based on supply of comparable sites	Yes (Based primarily on designation status, capacity/use level, development/attraction qualities and rareness)
Owyhee River Below Dam SRMA (see above for Proposed Corridor)									
<b>Willow Creek Alternate Corridor Segment</b>									
(No additional sites not listed above; Farewell Bend State Recreation Area within analysis area)									