Exhibit T
Recreation

Boardman to Hemingway Transmission Line Project

1221 West Idaho Street
Boise, Idaho 83702

Mark Stokes, Project Leader
(208) 388-2483
mstokes@idahopower.com

Zach Funkhouser, Permitting
(208) 388-5375
zfunkhouser@idahopower.com

Amended Preliminary Application for Site Certificate

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LIST OF ATTACHMENTS

ACRONYMS AND ABBREVIATIONS

Amended Project Order	First Amended Project Order, Regarding Statutes, Administrative Rules and Other Requirements Applicable to the Proposed Boardman to Hemingway Transmission Line (December 22, 2014)
ACEC	Area of Critical Environmental Concern
BLM	Bureau of Land Management
Blue Mountain Corridor	Blue Mountain Forest State Scenic Corridor
BOR	Bureau of Reclamation
EFSC or Council	Energy Facility Siting Council
ERMA	Extensive Recreation Management Area
FWS	United States Fish and Wildlife Service
GIS	geographic information system
I-84	Interstate 84
IPC	Idaho Power Company
KOP	Key Observation Point
kV	kilovolt
LDMA	Lost Dutchman's Mining Association
MP	mile post
NF	National Forest
NHOTIC	National Historic Oregon Trail Interpretive Center
NWR	National Wildlife Refuge
OAR	Oregon Administrative Rule
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
ODOT	Oregon Department of Transportation
OHV	off-highway vehicle
OPRD	Oregon Parks and Recreation Department
OR	Oregon (State) Highway
Project	Boardman to Hemingway Transmission Line Project
RMP	Resource Management Plan
ROW	right-of-way
SEORMP	Southeastern Oregon Resource Management Plan
SMS	Scenery Management System
SNHA	State Natural Heritage Area
SRA	State Recreation Area
SRMA	Special Recreation Management Area
U.S.	United States
USFS	United States Forest Service
V/C	volume-to-capacity
VRM	Visual Resource Management
WA	Wildlife Area
WSR	Wild and Scenic River

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1.0 INTRODUCTION

Exhibit T describes the potential impacts of the Boardman to Hemingway Transmission Line Project (Project) on important recreational opportunities, as well as the steps Idaho Power Company (IPC) will take to avoid, minimize, and mitigate those impacts.

2.0 APPLICABLE RULES AND STATUTES

2.1 General Standards for Siting Facilities

The Recreation Standard at Oregon Administrative Rule (OAR) 345-022-0100 provides:

> *(1) 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.*
>
> *(2) 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.*

2.2 Site Certificate Application Requirements

OAR 345-021-0010(1)(t) requires that Exhibit T include the following information about important recreational opportunities that could be affected by the Project:

> *(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.*
> *(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.*
>
> *(C) A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate the significant adverse impacts identified in (B).*
> *(D) A map of the analysis area showing the locations of important recreational opportunities identified in (A).*

(E) The applicant's proposed monitoring program, if any, for impacts to important recreational opportunities.

2.3 Amended Project Order Provisions

The Amended Project Order requires Exhibit T to include the following specific information:

The application shall analyze the importance of recreational opportunities in the analysis area using the factors listed in OAR 345-022-0100(1), and describe any significant potential adverse impacts to important recreational opportunities, and measures proposed to avoid, minimize or mitigate those impacts. The application shall include proposed efforts to avoid such impacts by route adjustments or project design, or describe why alternate alignments were not available. The application shall also address recreational resources cited in public comments.

(Amended Project Order, Section III(t)).

3.0 ANALYSIS

3.1 Analysis Area

The analysis area for Exhibit T is the area within the Site Boundary plus 2 miles from the Site Boundary (see Amended Project Order, p.25). The Site Boundary is defined as "the perimeter of the site of a proposed energy facility, its related or supporting facilities, all temporary laydown and staging areas, and all corridors and micrositing corridors proposed by the applicant." (OAR 345-001-0010(55). The Site Boundary encompasses the following facilities in Oregon:

- The Proposed Route, consisting of 270.8 miles of new 500-kilovolt (kV) electric transmission line, removal of 12 miles of existing 69-kV transmission line, rebuilding of 0.9 mile of a 230-kV transmission line, and rebuilding of 1.1 miles of an existing 138-kV transmission line;
- Four alternatives that each could replace a portion of the Proposed Route, including the West of Bombing Range Road Alternative 1 (3.7 miles), West of Bombing Range Road Alternative 2 (3.7 miles), Morgan Lake Alternative (18.5 miles), and Double Mountain Alternative (7.4 miles);
- One proposed 20-acre station (Longhorn Station);
- Ten communication station sites of less than ¼-acre each and two alternative communication station sites;
- Permanent access roads for the Proposed Route, including 206.3 miles of new roads and 223.2 miles of existing roads requiring substantial modification, and for the Alternative Routes including 30.2 miles of new roads and 22.7 miles of existing roads requiring substantial modification; and
- Thirty-one temporary multi-use areas and 299 pulling and tensioning sites of which four will have light-duty fly yards within the pulling and tensioning sites.

The Project features are fully described in Exhibit B and the Site Boundary for each Project feature is described in Exhibit C, Table C-24. The location of the Project features and the Site Boundary is outlined in Exhibit C.

3.2 Methods

3.2.1 Inventory Methods

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

- GIS files documenting land areas and sites potentially associated with recreational resources managed by key public agencies, including the Bureau of Land Management (BLM), United States Forest Service (USFS, including both the Umatilla National Forest [NF] and Wallowa-Whitman National Forest NF), United States Fish and Wildlife Service (FWS), Oregon Parks and Recreation Department (OPRD), and Oregon Department of Fish and Wildlife (ODFW).
- Published maps with geographic coverage applicable to the analysis area, including United States Geological Survey, BLM, and USFS maps, and the *Oregon Atlas and Gazetteer* (DeLorme 2004), which includes topographic maps and data on a wide variety of recreational opportunities.
- Land management agency planning documents, including the Land and Resource Management Plans for the two national forests in the analysis area, BLM Resource Management Plans (RMPs) for lands in the analysis area, and FWS planning documents for the Umatilla National Wildlife Refuge (NWR).
- BLM and USFS lists of recreation sites, features, and activities.
- Comprehensive plans, park and recreation plans, and individual park master plans prepared by OPRD and by counties and municipal governments within the analysis area.
- Internet sites maintained by recreation provider agencies, including the Umatilla NF, Wallowa-Whitman NF, BLM Vale and Boise Districts, OPRD, ODFW, and county and city park departments.
- Internet sites maintained by various other governmental and commercial entities, including sites providing general recreation and tourism information (e.g., Travel Oregon and regional-level visitor and tourism organizations) and sites applicable to specific private-sector recreation opportunities (e.g., the Oregon Golf Association, recreational vehicle camping guides).

Attachment T-1 provides a set of maps showing the locations of identified recreational opportunities in the analysis area. Attachment T-2, Table T-2-1 provides a list of the recreational opportunities identified within the analysis area with their distance and direction to the IPC Proposed Route, West of Bombing Range Road Alternatives 1 and 2, and/or Morgan Lake Alternative. There are no identified recreation opportunities within 2 miles of the Double Mountain Alternative.

The identified recreational opportunities were then evaluated against the importance criteria listed in OAR 345-022-0100(1)(a) – (e). Attachment T-3 lists the recreational opportunities within the analysis area and provides qualitative ratings for the five importance criteria for each opportunity, and the conclusion as to whether the opportunity was considered important based on the evaluation. Maps 1 through 4 in Attachment T-1 show the locations of the important recreational opportunities in the analysis area.

3.2.2 Impacts Analysis Methods

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

(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."[1]

If any of the impacts listed above resulting from the Project were determined to be significant to an important recreation opportunity, the Project was considered to have an overall significant potential adverse impact to that recreation opportunity. Only long-term impacts were considered to be potentially significant.

3.2.2.1 Direct and Indirect Loss

Impacts from the Project that may result in potential loss of an important recreational opportunity were evaluated based on review of Project engineering plans (indicating the preliminary locations of specific Project facilities) relative to the locations of the important recreational opportunities. A direct loss of opportunity could occur where the Project footprint overlapped the location of a recreational opportunity, indicating that displacement of an existing recreational use could be expected. An indirect loss of opportunity could occur where Project construction or operation activity will occur sufficiently close to a recreational opportunity or where access to an existing recreational opportunity might be affected.

Direct or indirect losses were considered to be significant potential adverse impacts if permanent displacement of (total or partial) or change in access to an important recreation opportunity resulted in changes to any of the five factors used to judge importance of the recreation opportunity per OAR 345-022-0100 such that the recreation opportunity was no longer considered important. Only long-term impacts were considered potentially significant.

3.2.2.2 Noise Impacts

In Oregon, noise impacts are regulated by Oregon Department of Environmental Quality's Noise Control Regulations at OAR 340-035-0035. As discussed in detail in Exhibit X, IPC conducted an acoustic analysis of the Project that included field monitoring, baseline sound modeling, and predictive noise analysis consistent with the Noise Control Regulations.

[1] OAR 345-021-0010(1)(t)(B).

3.2.2.3 Traffic Impacts

For traffic impacts, IPC determined that temporary impacts would not result in a significant impact. Temporary traffic impacts are considered to be impacts that would not persist longer than the construction period. IPC nonetheless analyzed temporary impacts, and defined impacts as follows:

- No Impact – No impact to traffic during construction or operation. Traffic will remain low volume, free-flow operation, low density, and remain at desired speed.
- Negligible Impact – During operational phase, impact is so small it will not affect volume, free-flow operation, density, or speed.
- Temporary Impact – During construction, temporary impact may result from increased traffic volume, large trucks, entering/exiting multi-use area onto roadway, and road closure during stringing operations across roadway. These impacts will be temporary during construction and may increase volume and density, reducing speed and free-flow operation. No or negligible impact during operation.

Traffic impacts during construction will be intermittent and temporary, and therefore will be less than significant for all recreational opportunities evaluated. Traffic impacts resulting from long-term operation of the proposed Project will be negligible, and therefore will likewise be less than significant for all recreational opportunities. Each recreational opportunity was evaluated for traffic impacts based on the proximity to multi-use areas, access roads, proposed haul roads, and the Proposed Route where construction will occur. These evaluations are summarized in Table T-1. The table only includes separate entries for alternatives other than the Proposed Route if it was within 2 miles of the recreation opportunity and the potential impacts differed from those anticipated to result from the Proposed Route. For more information on expected traffic demands associated with the Project, refer to Exhibit U.

3.2.2.4 Visual Impacts

Visual impacts to recreation resources were evaluated using the methodology developed for Exhibit R (Scenic Resources). The methodology considers the combined outcome of context of the impact, impact intensity and the degree to which the possible impacts are caused by the proposed action to determine whether impacts are potentially significant.[2] Attachment T-4 includes the complete visual impact assessment methodology developed for Exhibit R (and also applied to the visual impact analysis for protected areas in Exhibit L and recreation sites in Exhibit T). Photosimulations were developed from a subset of Key Observation Points (KOPs) relevant to visual impacts analyzed in Exhibit L, R and T. These photosimulations were used to inform the visual impact analysis and are included in Attachment T-5. The visual impact methodology was implemented in a series of 3 parts, summarized below.

Part 1: Baseline Conditions.

Information on existing scenic quality/attractiveness and landscape character were analyzed for each recreation resource in order to establish consistent baseline data to support the impact assessment. Sites were located in lands administered by multiple jurisdictions, including both the BLM and USFS. The BLM and USFS have established baseline inventory and impact assessment procedures. The BLM manages visual resources through the Visual Resource Management (VRM) System (BLM 1986). Visual values are established through the visual resource inventory process, which classifies scenery based on the assessment of three

[2] OAR 345-001-00010(53).

components: scenic quality, visual sensitivity, and distance. Visual resources are then assigned to management classes with established objectives:

- **Class I Objective:** To preserve the existing character of the landscape. The level of change to the characteristic landscape should be very low and must not attract attention
- **Class II Objective:** To retain the existing character of the landscape. The level of change to the characteristic landscape should be low.
- **Class III Objective:** To partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate.
- **Class IV Objective:** To provide for management activities which require major modification of the existing character of the landscape. The level of change to the characteristic landscape can be high.

Within the study area, the USFS manages scenic resources through the Visual Management System established in The National Forest Management, Volume 2, Agricultural Handbook 462 (1974) to inventory, classify, and manage lands for visual resource values. Visual resources are managed by visual quality objectives, which describe a degree of acceptable alteration of the natural landscape. These five objectives include:

- **Preservation:** Allows for ecological changes only. Management activities, except for very low visual impact recreation facilities, are prohibited.
- **Retention:** Provides for management activities that are not visually evident.
- **Partial Retention:** Provides for management activities that remain subordinate to the characteristic landscape,
- **Modification:** Allows for management activities that physically dominate the original character.
- **Maximum Modification:** Allows for management activities of vegetation and landform alteration that dominate the characteristic landscape; however, when viewed as background, the visual characteristics must be those of natural occurrences within the surrounding area or character type.

The BLM and USFS systems were adapted to this Project-level assessment to remain consistent with these procedures within lands administered by either agency. Resources not administered by either agency were assessed using one of the two procedures based on whether the resource was located in forested or non-forested areas; resources located in non-forested areas were analyzed using the BLM methodology, whereas those located in forested areas were analyzed using the USFS methodology.

Baseline data collected for this analysis included measures of scenic quality/attractiveness, landscape character, and information on viewer groups and characteristics. Baseline data collection methods are summarized below:

Scenic Quality / Attractiveness. Scenic quality on BLM-administered lands was quantified through the scoring of seven key factors: landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. Ranking is relative to other similar features within the physiographic province. Each key factor was scored based on guidelines and scoring criteria described in detail in Attachment T-4. After the scenic quality evaluation was completed, scores for each key factor were totaled to derive an overall Scenic Quality Classification for the resource. Scenic quality was classified as Class A, B, or C, with Class A receiving a total score of 19 or more, Class B receiving a score from 12 to 18, and Class C scoring 11 or less. Landscapes ranked as Class A have the highest apparent scenic quality, while landscapes ranked as Class C have the lowest (BLM 1986).

Baseline conditions for resources located on USFS-administered lands were described in terms of both "Scenic Attractiveness" and "Scenic Integrity." Scenic attractiveness pertains to the "intrinsic scenic beauty of the Project area," and is categorized as: Class A (Distinctive), B (Typical), or C (Indistinctive). The combination of valued landscape elements such as landform, water characteristics, vegetation, and cultural features, are used in determining the measure of Scenic Attractiveness. Scenic integrity refers to the degree to which a landscape is free from visible disturbances that detract from the natural or socially valued appearance (i.e., valued landscape character). Scenic integrity is evaluated by measuring degree of alteration in line, form, color, and texture from natural or naturally appearing landscape character by measuring changes in scale, intensity, and pattern against the attributes of that landscape character. Scenic integrity is classified as very high, high, moderate, low, very low, and unacceptably low.

Landscape Character. Landscape character is a descriptive means to assess a landscape. Attributes of landform, vegetation, waterform, wildlife, spatial character, and cultural or historic features were described in terms of their relative dominance or prominence to the character and influence on the "sense of place" (USFS 1995). Because the BLM does not have a classification system for landscape character, landscape character for all resources was classified per the USFS system (1995), regardless of jurisdiction or physiography of the resource. Landscape character classes are described below:

- **Naturally Evolving:** Landscape character expresses the natural evolution of biophysical features and processes, with very limited human intervention.
- **Natural Appearing:** Landscape character expresses predominantly natural evolution, but also human intervention including cultural features and processes.
- **Cultural:** Landscape character expresses built structures and landscape features that display the dominant attitudes and beliefs of specific human cultures.
- **Pastoral:** Landscape character expresses dominant human created pastures, "meadows," and associated structures, reflecting valued historic land uses and lifestyles.
- **Agricultural:** Landscape character expresses dominant human agricultural land uses producing food crops and domestic products.
- **Historic:** Landscape character expresses valued historic features that represent events and period of human activity in the landscape.
- **Urban:** landscape character expresses concentrations of human activity, primarily in the form of commercial, cultural, education, residential, transportation structures, and supporting infrastructure.

Viewer Groups and Characteristics. Viewer groups associated with each resource were evaluated to understand certain characteristics that inform the extent to which potential changes in landscape character and quality would be perceived (perception of change). This assessment focuses on understanding characteristics that describe the relationship of the observer to the potential impact, and the landscape context of that relationship. Viewer characteristics assessed included viewer location (distance), viewer geometry (superior, inferior, or at grade), and viewer duration or exposure (BLM 1986). The landscape context included consideration of landscape type (i.e., focal or panoramic).

Part 2: Impact Likelihood and Magnitude Assessment

Likelihood of Impact. Per the Council's rule OAR 345-001-0010(53), an important consequence is in part determined by the likelihood and magnitude of the impact. In Part 2 of the analysis, IPC first identified the Project-related actions that could affect the resource, which included construction and operation of Project facilities including permanent features (and other actions, such as revegetation or restoration that could be prolonged in time, but not permanent).

Next, IPC evaluated the likelihood of the impact and the magnitude of the impact, considering such factors as the duration of the impact, visual contrast and scale dominance, and resource change and viewer perception. IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration. The type of Project-related actions that could affect the resource, and the expected duration of their potential impacts were determined. "Impact duration" was categorized as temporary, short-term, or long-term based on whether an impact will occur for up to 3 years (i.e., Project construction), for less than 10 years (i.e., restoration), or for the life of the Project (i.e. transmission towers and roads). Only those actions identified as long-term are considered potentially significant. Temporary and short-term impacts are disclosed but are not considered potentially significant because they would not permanently alter scenic quality or landscape character, or jeopardize the ability of the resource to provide the scenic value for which it was designated or recognized in relevant land use plans.

Magnitude of Impact – Visual Contrast and Scale Dominance. The "magnitude" of impacts was measured by assessing the level of visual contrast and scale dominance of Project components relative to the existing landscape. Visual contrast was determined by implementing the visual contrast rating to evaluate the extent to which basic elements of form, line, color, and texture of the proposed Project contrast with the existing landscape (BLM 1986). Magnitude of impacts was classified as low, medium, or high. Medium and high magnitude impacts were considered potentially significant. Low magnitude impacts are disclosed but are not considered potentially significant. This is because impacts determined to be of weak visual contrast and subordinate to existing landscape character would not have the potential to alter scenic quality or landscape character or be perceived by viewers.

Magnitude of Impact – Resource Change and Viewer Perception. The determination of magnitude was used to evaluate the level of change to scenic quality/attractiveness and landscape character of the resource ("resource change") and how that change will be perceived by viewers ("viewer perception"). Resource change was classified as low, medium, or high based upon the geographic extent of medium to high magnitude impacts and the extent to which those impacts alter landscape quality/attractiveness and/or character of the landscape. The effects of past and present actions were taken into account, and the Project's overall contribution to resource change was disclosed. Viewer perception was also considered low, medium, or high based on the location of the viewer relative to the medium to high magnitude impact (i.e., elevated, neutral, or inferior vantage point) and whether views are predominantly peripheral or head-on and episodic, intermittent, or continuous.

Part 3: Consideration of Intensity, Causation, and Context. Per the Council's rule OAR 345-001-0010(53), an important consequence also considers the "context of the action or impact, its intensity, and the degree to which the possible impacts are caused by the proposed action." Drawing from impact determinations made in Part 2, significance criteria addressing each of these components was assessed as described below.

Impact Intensity. The "intensity" of impacts was determined by considering the level of resource change, either alone or with consideration of how that level of resource change was perceived by viewers. Impacts were considered to be of high intensity if the level of resource change was ranked as high, despite whether that level of resource change is perceived by viewers. Resource change ranked as medium was considered to be of high intensity where viewer perception of this change was considered high. Impacts judged to be of low intensity were not considered potentially significant and were not studied further because they would not have the potential to alter scenic quality or landscape character or be perceived by viewers.

Degree to Which the Possible Impacts are caused by the Proposed Action. The degree to which the possible impacts are caused by the proposed action is disclosed for resources

determined to be adversely impacted by the Project. The contribution of the Project to adverse impacts is based on the level of resource change, taking into account baseline conditions (past or present actions) and direct and indirect impacts of the Project. Per the definition of "significant" in OAR 345-001-0010(53), an "important consequence" may occur either alone or in combination with other factors. Accordingly, the degree to which possible impacts may be caused by the Project are analyzed; however, this aspect of the significance criteria was not considered a discriminator of significance. Instead, it clarifies the potential role of the Project in altering baseline conditions by re-stating metrics used to determine resource change.

Context. For those impacts judged to be long-term and medium to high intensity, a determination of significance was made by considering the context of adverse impacts. The context of the impact considered the role of scenery as a valued attribute of the resource[3] and the extent to which expected impacts would preclude the ability of the resource to provide the scenic value for which it was recognized. The consistency of the impact with the standards and guidelines of relevant land management objectives was considered in this assessment. As follows, a conclusion of "less than significant" impact could be reached if the valued attributes of the resource could persist despite a high intensity impact. If, because of medium or high intensity impacts, the resource would no longer provide the valued scenic attribute(s) for which it was deemed important, the impact was found to be "significant."

Potential Significance. A conclusion of "less than significant" could be reached if the valued scenic attributes of the resource could persist. If, because of medium or high intensity impacts, the recreation resource would no longer provide the valued scenic attribute(s) for which it was deemed important, the impact was found to be "potentially significant." Recreation opportunities that were found to be outside of the modeled viewshed were screened from the analysis and not analyzed in detail.

3.3 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.
>
> OAR 345-022-0100(1): . . . . 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.

There are 24 recreation opportunities located within 2 miles of the Site Boundary for the Project. Per importance criteria outlined in OAR 345-022-0100(1), IPC concluded that 19 of the 24 resources inventoried are considered important recreational opportunities. The importance assessment for each opportunity considered based on the combined contribution of all five importance factors. 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 importance factors. The five resources determined not to be important are considered replaceable, provide relatively common recreation opportunities within the surrounding area, and have relatively limited use and/or capacity.

Three recreational opportunities are within the Site Boundary and are crossed by the Proposed Route: the Blue Mountain Forest State Scenic Corridor (Blue Mountain Corridor), Burnt River

[3] For Exhibit R, scenery is considered a valued attribute of all scenic resources identified as significant or important in local land use plans, tribal land management plans, and federal land management plans per OAR 345-022-0080.

Extensive Recreation Management Area (ERMA), and the Ladd Marsh Wildlife Area (WA). 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 Umatilla National Wildlife Refuge

The Umatilla NWR, part of the Mid-Columbia River NWR complex, 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. Specific resources include a boat ramp, trail, and auto tour route on McCormack Slough. Recreational opportunities in this area include wildlife viewing and interpretation, hunting, fishing, and hiking (FWS 2008, 2012a). According to Objective 9d of the Umatilla NWR Comprehensive Conservation Plan (FWS 2008), the McCormack unit is the focal point for Umatilla Refuge wildlife viewing activities. This is interpreted to mean that scenery is considered an important aspect of the overall recreation experience at the NWR. Umatilla NWR is also analyzed as a protected area in Exhibit L. The analysis presented in Exhibit L does not consider scenery a valued attribute for which the area was designated a NWR, as the priority of each refuge is to conserve, manage, and if needed, restore fish and wildlife populations and habitats according to its purpose (FWS 2008).

As explained in Attachment T-3, Table T-3-1, Umatilla NWR is an important recreation resource because of its designation status, high level of use, rareness, and irreplaceable character.

3.3.2 Coyote Springs Wildlife Area

The Coyote Springs WA 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 Proposed Route is approximately 0.5 mile to the east of the eastern boundary of the Coyote Springs WA.

As explained in Attachment T-3, Table T-3-1, because this resource provides a relatively common recreational opportunity and is not considered irreplaceable, and recreational use is low, Coyote Springs WA is not an important opportunity per OAR 345-021-0010(1)(t)(A).

3.3.3 Lindsay Prairie Preserve

The Lindsay Prairie Preserve is a small preserve owned and managed by the Nature Conservancy. The preserve is dominated by a bluebunch wheatgrass and Sandberg's bluegrass community, a habitat type now extremely rare in the Columbia Basin. The preserve also contains high-quality examples of three other Columbia Plateau native shrubland and grassland habitats as well as diverse wildlife. Activities include hiking and wildlife viewing. There are no designated trails, although hiking is allowed (Nature Conservancy 2015). Lindsay Prairie Preserve is located 2.0 miles from the nearest pulling and tensioning site and 1.6 miles from the centerline of the Proposed Route to the southwest, near Project milepost (MP) 18.1.

As explained in Attachment T-3, Table T-3-1, because the Lindsay Prairie Preserve provides a relatively common recreational opportunity and experiences limited recreational use and lacks

recreation facilities, it is not considered an important opportunity per OAR 345-021-0010(1)(t)(A).

3.3.4 Oregon Trail Interpretive Park at Blue Mountain Crossing

The Wallowa-Whitman NF provides the Oregon Trail Interpretive Park at Blue Mountain Crossing as a day-use recreation facility oriented to the historic Oregon Trail. The site is located on a forested ridge approximately 0.6 mile to the northeast of I-84 and 1.0 mile northeast of the Proposed Route. Access is via Exit 248 on I-84 to the Old Emigrant Hill Scenic Frontage Road and Forest Road 1843. Facilities include a picnic area and a trailhead serving interpretive trails that access well-preserved evidence of Oregon Trail use, including wagon ruts and scars on trees. The landscape includes rolling terrain and vegetation includes both low growing grasses and shrubs and tall, mature conifers.

As explained in Attachment T-3, Table T-3-1, Oregon Trail Interpretive Park at Blue Mountain Crossing is an important opportunity because of its designation status, rareness, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.5 Blue Mountain Forest State Scenic Corridor

The Blue Mountain Corridor is a designated unit of the Oregon state park system and is administered by the OPRD. The Blue Mountain Corridor is located along the former route of the Old Oregon Trail Highway (old United States (U.S.) Highway 30; I-84 is now designated as the Old Oregon Trail Highway). The corridor was designated to preserve the scenic character of this portion of the Grande Ronde River and provide a rest area for travelers

The corridor is composed of intermittent stands of old-growth ponderosa pine, western larch, lodgepole pine and grand fir and contains undisturbed examples of native plants and animals and provides one of the few examples of mature evergreen forest along I-84 in this area (Alice Beals, OPRD, October 8, 2010). The Blue Mountain Corridor boundary includes approximately 990 acres within six separate parcels, three of which are entirely outside the analysis area. In general, the parcels are relatively long, narrow, linear features. Visitors typically access the Blue Mountain Corridor via one or more of three I-84 interchanges that allow access. Viewing scenery, forest communities, and wildlife are the primary activities for this resource. The Blue Mountain Corridor is typically experienced from within a vehicle.

From northwest to southeast, the Blue Mountain corridor begins in the vicinity of Deadman's Pass, as the route climbs Emigrant Hill into the Blue Mountains. The first corridor parcel spans a stretch of Old Emigrant Hill Road for approximately 0.5 mile near the headwaters of Mission and Cottonwood creeks. Approximately 1.7 miles farther east, the second Blue Mountain Corridor parcel follows Old Emigrant Hill Road for approximately 1 mile, ending near the entrance/exit ramp for Evergreen Lane. Approximately 0.4 mile farther east, the second Blue Mountain Corridor parcel follows I-84 and Old Emigrant Hill Road to the east and south for about 6.4 miles. This parcel ends just southeast of Emigrant Springs State Heritage Area and about 2 miles north of the small community of Meacham. These first three parcels of the Blue Mountain Corridor are both located entirely outside the 2-mile analysis area and are not discussed further in Exhibit T.

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

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

The sixth parcel of the Blue Mountain Corridor begins near Motanic and extends to the southeast and east for nearly 3 miles. The eastern end of this parcel is just on the east side of I-84 near Exit 248, about 11 miles northwest of La Grande. This parcel is also located within Railroad Canyon and follows the course of Dry Creek, Old Emigrant Hill Scenic Frontage Road, and the Union Pacific Railroad. Most of this Blue Mountain Corridor parcel is roughly parallel to I-84 and is located about 0.5 mile to 1 mile southwest of the highway. The Proposed Route runs parallel to the Blue Mountain Corridor for about 1.3 miles, at a distance of 0.3 mile or less, then crosses the Blue Mountain Corridor near the point where the Blue Mountain Corridor turns to the east.

As explained in Attachment T-3, Table T-3-1, the entire Blue Mountain Corridor (all six parcels) is an important opportunity because of its designation status, rareness, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.6 Blue Mountain Crossing Day-Use Area/Sno-Park

The Blue Mountain Crossing Day-Use Area/Sno-Park is a small, developed recreation facility operated by the USFS (USFS 2012). The site is located just west of I-84 near Exit 248 in Union County and is accessed via the Old Emigrant Hill Scenic Frontage Road. The site is used primarily for cross-country skiing, snowshoeing, and related winter recreation activities. Site facilities are limited to a parking area and signage and portable toilets that are present during the winter season. The USFS categorizes the use level as light. The Proposed Route is located approximately 0.2 mile southwest of the site.

As explained in Attachment T-3, Table T-3-1, because this resource provides a relatively common recreational opportunity, is not irreplaceable, and possesses neither a special designation nor unusual qualities, it is not considered an important opportunity per OAR 345-021-0010(1)(t)(A).

3.3.7 Spring Creek Campground

The Wallowa-Whitman NF operates the Spring Creek Campground as an overnight recreation facility. The site is located in a forested area approximately 1.5 miles to the southwest of I-84 near Exit 248. Access is via Exit 248 to the Spring Creek Road and Forest Road 21. Facilities include vault toilets and four campsites with picnic tables and firepits. The USFS categorizes the use level as light and does not charge fees for use of the campground (USFS 2012). The Proposed Route is located 0.7 mile northeast of the campground.

As explained in Attachment T-3, Table T-3-1, because this resource provides a relatively common recreational opportunity, is not irreplaceable, possesses neither a special designation nor unusual qualities, and is infrequently used, it is not an important opportunity per OAR 345-021-0010(1)(t)(A).

3.3.8 Hilgard Junction State Park

Hilgard Junction State Park is a designated unit of the Oregon state park system and is administered by the OPRD. The park property includes three parcels and a total of 1,084 acres. The park extends along I-84 for more than 4 miles, with almost all of the acreage located on the south side of the highway. The western end of the park is slightly to the west of the I-84

interchange with State Highway 244 (Exit 252, Hilgard Junction), which is 8 miles west of La Grande. The eastern end of the park is at Wilson Canyon, about 2 miles from the western outskirts of La Grande.

The developed facilities at the park are located south of the interchange and on the north bank of the Grande Ronde River. The facilities include an Oregon Trail interpretive shelter and a campground with 18 recreational vehicle (30-foot maximum length) and tent camping sites, potable water, and restrooms with flush toilets along the river upstream of the State Highway 244 bridge across the river (OPRD 2012a). A day-use area with picnic tables, water, restrooms, and horseshoe pits is situated downstream of the bridge. In addition to camping and picnicking, the park is popular for fishing, rafting trips, and other water-based activities. The Proposed Route is located 0.3 mile southwest of the park campground.

As explained in Attachment T-3, Table T-3-1, Hilgard Junction State Park is an important opportunity because of its designation status, rareness, and special qualities per OAR 345-021-0010(1)(t)(A).

3.3.9 Morgan Lake Park

Morgan Lake Park is one of 11 municipal parks provided by the City of La Grande Parks and Recreation Department. The park is unusual in that it is located outside the city limits, approximately 3 miles southwest of La Grande, and accommodates overnight camping. The park includes 204.5 acres and is considered a regional park (City of La Grande 2009). Park facilities include 12 campsites, 5 barbeque pits, 4 fishing piers, and a restroom, boat launch, and floating dock. There is no fee for camping and no motors are allowed on the lake (City of La Grande 2012). The lake provides year-round fishing opportunities. The Proposed Route is located 0.6 mile north of the park. The Morgan Lake Alternative is located 0.2 mile southwest of the park.

As explained in Attachment T-3, Table T-3-1, Morgan Lake Park is an important opportunity primarily because of its unique designation status as a city park, rareness, and special qualities per OAR 345-021-0010(1)(t)(A).

3.3.10 Ladd Marsh Wildlife Area

The Ladd Marsh WA is managed by the ODFW and located about 6 miles southeast of La Grande in southern Union County. The southwestern corner of the wildlife area is crossed by the Proposed Route, and two multiuse sites are within approximately 1 mile of the northern and southern boundaries of the wildlife area. The Morgan Lake Alternative is located approximately 208 feet southwest of the wildlife area. The wildlife area has 6,019 acres of land comprising eight Habitat Management Units and is divided into three large parcels by I-84 and State Highway 203. It encompasses one of the largest wetlands in northeast Oregon, which provides habitat for breeding and nesting waterfowl and other water birds. The management plan for Ladd Marsh identifies goals to protect, enhance, and manage wetland and upland habitats to benefit a variety of fish and wildlife species and to provide the public with wildlife-oriented recreational and educational opportunities that are compatible with the habitat goals (ODFW 2008a). The plan does not include protection of scenery.

Visitors to Ladd Marsh can enjoy hiking, wildlife viewing (primarily bird watching), fishing, and hunting. Two small units within the wildlife area are open to the public use year-round, two other units are closed to public entry at all times, and the remainder of the units have various types of seasonal, day-of-week, and/or travel (e.g., foot traffic only) restrictions (ODFW 2012). The Tule Lake Public Access Area at the eastern end of the wildlife area has the greatest level of development for recreational use, with a parking area, restrooms, a viewing blind and viewing platform, and a loop trail system. Small parking areas are provided at 17 other locations

distributed around the periphery of the wildlife area, and restrooms are provided at one other location on Peach Road near the Tule Lake area. The western end of the wildlife area (roughly, the part west of I-84) is within the analysis area; this area includes two parking areas located on Foothill Road and a trail in the Glass Hill Unit, which is open from April 1 through January 31 for foot and horse traffic only.

As explained in Attachment T-3, Table T-3-1, Ladd Marsh WA is an important opportunity because of its designation status, high level of use, rareness, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.11 Powder River (Scenic)

The Powder River is designated a Wild and Scenic River (WSR) for a 11.7 mile segment, covering 2,385 acres, from the Thief Valley Dam to Oregon Highway 203 within the BLM Vale District (BLM 2002; National Wild and Scenic River System 2015). The river flows through a rugged canyon with scenic geologic formations. Recreation opportunities include boating in the spring, fishing, and hunting, although access is limited (National Wild and Scenic River System 2015). The scenic segment is located within the Powder River Canyon Area of Critical Environmental Concern (ACEC), which encompasses 5,880 acres and is managed to protect raptor habitat, wildlife habitat, cultural resources, and to maintain scenic qualities while allowing for compatible recreational uses (BLM 2002). Off-road vehicle use is limited to designated roads and trails.

As explained in Attachment T-3, Table T-3-1, the Powder River WSR is considered an important recreation resource because of its designation, good opportunities for fishing and hunting, and irreplaceable high scenic quality of the river canyon per OAR 345-021-0010(1)(t)(A).

3.3.12 Oregon Trail– National Historic Oregon Trail Interpretive Center Parcel

The BLM Vale District has designated seven parcels of public lands with remnants of the Oregon National Historic Trail as the Oregon Trail ACEC within the Baker Resource Area. The seven parcels are distributed over a wide area and include a total of 1,495 acres. One of the parcels, the Echo Meadows site, is located southwest of Stanfield in Umatilla County and is outside the analysis area. The remaining six parcels range from a northerly location in the Blue Mountains near Meacham in Umatilla County to a southerly location near Weatherby in Baker County. One of these parcels is located a short distance outside the analysis area, while the other five parcels are within 2 miles of the Proposed Route. The lands in this ACEC are managed to preserve the historic resources and visual qualities of these areas. The current Baker Resource Area RMP indicates that “New uses incompatible with maintaining visual qualities or providing public interpretation will be excluded in a ½-mile corridor” (BLM 1989).

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

The NHOTIC parcel is found along the north side of State Highway 86, 4 miles northeast of Baker City. This is the largest of the ACEC parcels, at 507 acres (BLM 1989), and receives the greatest level of recreational use. The Interpretive Center itself is located on the top of Flagstaff Hill and has extensive views, including west across Baker Valley to the Blue Mountains and to the southeast across Virtue Flat. The Proposed Route passes approximately 123 feet (0.02 miles) from the western boundary of the NHOTIC parcel and 1.0 mile from the Interpretive Center building.

Facilities at the site include the main Interpretive Center building, with exhibit galleries; a theater and a gift shop; outdoor exhibits, including a pioneer wagon encampment, a replica stamp mill, and a historic gold mine; picnic facilities; and 4 miles of interpretive trails, including a trail to a 1-mile-long stretch of Oregon Trail ruts (BLM 2012). BLM (2011) reported over 66,000 visitors to the Interpretive Center site in 2009.

As explained in Attachment T-3, Table T-3-1, the NHOTIC is an important opportunity because of its designation status, high level of use, outstanding quality, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.13 Virtue Flat Off-Highway Vehicle Area

The BLM manages an area in Baker County northeast of Baker City and I-84 as the Virtue Flat Off-Highway Vehicle (OHV) Area. Existing OHV use on 4,260 acres in two parcels was documented in the Baker RMP (BLM 1989) that is currently in effect. The Proposed Route runs 1.5 miles to the west of the OHV area. The Baker Field Office Draft RMP (BLM 2011) indicates the Virtue Flat OHV Area was established in 1980, and proposes to manage 4,918 acres with 61 miles of trails as a Special Recreation Management Area (SRMA). The OHV area includes rolling sagebrush hills and rocky terrain that offers a variety of challenges and is available year-round for all classes of OHVs, including motorcycles, four-wheel drive vehicles, and quad all-terrain vehicles (BLM 2016). Facilities at the site include a staging area with a seasonal restroom, a loading ramp, parking, bulletin boards, and maps. Virtue Flat accounts for the 9,022 participants on OHV travel reported for the Baker Resource Area for 2009 (BLM 2011).

As explained in Attachment T-3, Table T-3-1, this is an important opportunity because of high local and regional demand, frequent use, and special designation as a SRMA per OAR 345-021-0010(1)(t)(A).

3.3.14 Burnt River ERMA

The Burnt River ERMA in northeastern Baker County includes approximately 42,210 acres of BLM-administered lands located to the west of I-84 and the community of Durkee. The Proposed Route crosses the eastern portion of the ERMA, and two multiuse sites are located within approximately 0.5 mile of the ERMA's northeast and southeastern boundaries. The Baker Field Office Draft RMP (BLM 2011) indicates the area is currently managed to provide fishing, hunting, camping, and hiking in a canyon environment, and proposes to manage the area as a SRMA. Visitors engage in day or overnight land-based recreation activities both in the river and upland zones of the ERMA. Both the river and upland environments are accessible using improved gravel roads that follows the Burnt River for several miles. There are no developed facilities within the area, and it is managed to provide a primitive recreation experience and to support dispersed recreation activities.

As explained in Attachment T-3, Table T-3-1, Burnt River ERMA is an important opportunity because of its designation status, rareness, and special qualities per OAR 345-021-0010(1)(t)(A).

3.3.15 Blue Bucket Lost Dutchman's Mining Association Camp

The Lost Dutchman's Mining Association (LDMA), a recreational gold prospecting club, owns a property of approximately 118 acres near Weatherby in Baker County that it operates as a site for recreational gold panning and camping by members. Known as the Blue Bucket Camp, the property has flat areas that are used for camping and some availability of electricity and water, with limited or no additional facilities developed to support recreational use (Gold Prospectors Association of America 2016). The Proposed Route is located approximately 1.4 mile to the east. The site was opened with limited capacity in summer 2016; however it remains closed to

the public (Gold Prospectors Association of America 2016). The site is not open to the general public, and when open, will only be open to LDMA members. There are approximately 5,000 members nationwide, and there are approximately 14 LDMA properties nationwide that are available for use by members (Funding Universe 2013). One of these properties, the Burnt River Camp, is located near Baker City, Oregon, and includes 136 acres of prospectable land with good gold potential along the stream and campsites available (Gold Prospectors Association of America 2016).

As explained in Attachment T-3, Table T-3-1, because this resource provides a relatively common recreational opportunity, and is not available to the public, and does not offer many amenities, the Lost Dutchman's Mining Association is not an important opportunity per OAR 345-021-0010(1)(t)(A).

3.3.16 Snake River Breaks ERMA

The BLM Vale District manages public land around the Brownlee, Oxbow, and Hells Canyon reservoirs as the Snake River Breaks ERMA. The areas are managed by the BLM to provide day or overnight recreation opportunities, camping, upland bird and big game hunting, fishing, boating, hiking, and driving for pleasure. Recreation facilities for all lands within the Snake River Breaks ERMA include one developed and seven semi-developed campgrounds. The Baker Field Office Draft RMP (BLM 2011) indicates the area is currently managed to provide fishing, hunting, camping, and hiking and proposes to manage the area as a SRMA. The Proposed Route is located approximately 0.8 mile to the west of only one of the ERMA parcels, which is located to the west of the Brownlee Reservoir and north of Huntington. One multiuse site is also located approximately 0.5 mile southwest of this same ERMA parcel.

As explained in Attachment T-3, Table T-3-1, this is an important opportunity because of its designation status, rareness, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.17 Farewell Bend State Recreation Area

Farewell Bend State Recreation Area (SRA) is a designated unit of the Oregon state park system and is administered by the OPRD. The park is located about 3 miles southeast of Huntington in Baker County on the west shore of the Snake River's Brownlee Reservoir. GIS records indicate that a separate parcel of the park property is located near the west edge of Huntington and 1.2 miles from the Proposed Route. Field review indicated that the facilities on this parcel are used for maintenance, rather than for public recreational use. Therefore, impact assessment for Exhibit T addresses only the expected effects within the public use areas of the park.

The Proposed Route is located 0.7 miles west of the portion of the park with public uses. The principal facilities at the park are a campground with 91 sites with electricity and water and 30 tent sites and restrooms with flush toilets and showers; a boat ramp and large parking area; a wastewater dump station; and a day-use area. The day-use area includes picnic tables and fire rings, a fishing dock, a viewing deck, and basketball and volleyball courts. Additional facilities at the site include a group tent camp, two cabins available for rent, a hiker/biker camp, and a shelter with Oregon Trail interpretive displays (OPRD 2012a). The Brownlee Reservoir is an important aspect of Farewell Bend SRA since the park's main recreational opportunities and setting are focused on the reservoir.

As explained in Attachment T-3, Table T-3-1, Farewell Bend SRA is an important opportunity because of its designation status, high level of use, and rareness per OAR 345-021-0010(1)(t)(A).

3.3.18 Weiser Dunes Off-Highway Vehicle Play Area

The Weiser Dunes OHV Play Area is located adjacent to the Snake River, across the river from Farewell Bend SRA in Idaho. The play area encompasses 130 acres of sand dunes, providing a good opportunity for OHV use on sand dune terrain. The area affords views toward the Snake River from the play area. Facilities are limited and include a pit toilet and an undeveloped camping area. There are no fees to use this recreation area.

As explained in Attachment T-3, Table T-3-1, the play area is considered an important recreation resource due to the assumed moderate use level and relative rareness and irreplaceability due to the limited access to sand dune terrain on public lands in the area per OAR 345-021-0010(1)(t)(A).

3.3.19 Oregon Trail Special Recreation Management Area – Birch Creek

The Oregon Trail SRMA – Birch Creek is located approximately 2 miles south of Farewell Bend, an important landmark of the National Historic Oregon Trail that was recognized by the emigrants due to its unique shape. This segment of the trail was used by the emigrants as a camping area before coming to the Snake River at Farewell Bend. Features at the site include a parking turnout, a wagon rut swale within a fenced exclosure, a short trail adjacent to the ruts, and an interpretive site (BLM 2002). The SRMA is also designated by the BLM as an ACEC with historic and scenic relevant and important values. Recreation management emphasizes public education and enjoyment of the trail and its setting and follows the management direction indicated for the ACEC. Per the Southeastern Oregon Resource Management Plan (SEORMP),

> "The scenic value of this ACEC is associated with the historical landscape integrity of the area. The rolling hills and view to the north of Farewell Bend and the Snake River have not changed since the emigrants passed through this country and contribute to the overall scenic value…..the area will be managed as VRM [Visual Resource Management] Class II" (BLM 2002).

The landscape character is natural appearing, providing a good opportunity to view the Oregon National Historic Trail in a mostly undisturbed historical landscape.

As described in Attachment T-3, Table T-3-1, the SRMA is considered an important recreation resource due to its designation, relative rareness, and irreplaceability per OAR 345-021-0010(1)(t)(A).

3.3.20 Snake River Islands (Huffman Island) Wildlife Area

The Snake River WA consists of three islands within the Snake River: Huffman Island, Porter Island, and Patch Island. Huffman Island is the only island that is within the analysis area. The islands are distributed within the Snake River from Farewell Bend, Oregon, to just south of Weiser, Idaho. The refuge protects grasslands and riparian forests on the Snake River Islands that provide habitat for resident and migratory birds. The purpose of the wildlife area is to protect wildlife and its habitat while providing compatible recreation opportunities. The refuge is not managed to protect scenic resources. The Proposed Route is located approximately 0.9 mile to the west of the wildlife area at its closest point. There are no roads or trails on the islands, and all access is by boat. Primary recreation activities on the islands include wildlife viewing, photography, hunting, and fishing.

As explained in Attachment T-3, Table T-3-1, this is an important opportunity because of its designation status, rareness, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.21 Oregon Trail Tub Mountain SRMA

The Oregon Trail Tub Mountain SRMA is a long, narrow area in northeastern Malheur County that includes approximately 5,900 acres of BLM-administered lands situated between I-84 and U.S. Highway 26. The southern end of the area is approximately 13 miles north of Vale and 9 miles east of the small community of Jamieson. Features at the site include one interpretive site at Alkali Springs, which was the "nooning" spot for wagon trains leaving Vale (BLM 2002). The SRMA is remote and accessible only by local gravel roads. The SRMA is also designated by the BLM as an ACEC with historic and scenic relevant and important values. Recreation management emphasizes public education and enjoyment of the trail and its setting and follows the direction indicated for the ACEC. Per the SEORMP,

> "The scenic value of this ACEC is associated with the historical landscape integrity of the area. The rolling hills and view to the north of Farewell Bend and the Snake River have not changed since the emigrants passed through this country and contribute to the overall scenic value…..the area will be managed as VRM Class II" (BLM 2002).

The landscape character of the SRMA is natural appearing, providing a good opportunity to view the Oregon National Historic Trail in a mostly undisturbed landscape.

As described in Attachment T-3, Table T-3-1, the SRMA is considered an important recreation resource due to its designation, relative rareness, and irreplaceability per OAR 345-021-0010(1)(t)(A).

3.3.22 Deer Flat National Wildlife Refuge – Snake Island Unit

The Deer Flat NWR is one of the oldest refuges in the NWR system and comprises two units: Lake Lowell and the Snake River Islands. The Snake River Island Unit is the only unit that is within the analysis area. It includes approximately 800 acres across 101 islands within the Snake River, which are distributed along 113 miles of the Snake River from the Canyon County-Ada County line in Idaho to Farewell Bend, Oregon. The refuge protects grasslands and riparian forests on the Snake River islands that provide habitat for resident and migratory birds. The purpose of the NWR is to protect wildlife and its habitat while providing compatible recreation opportunities. The refuge is not managed to protect scenic resources.

The closest Project component to the Deer Flat NWR is a multi-use site, located approximately 0.2 mile southwest of one island within the Snake Island Unit. The Proposed Route is located approximately 0.4 mile to the southwest of the refuge at its closest point. There are no roads or trails on the islands, and all access is by boat. Primary recreation activities on the islands include wildlife viewing, photography, hunting, and fishing. Refuge visitation over the past 4 years has ranged between 167,000 and 225,000 (FWS 2015); however, it is likely that the majority of the visitors do not visit the Snake Island Unit, since it requires a boat for access.

As explained in Attachment T-3, Table T-3-1, this is an important opportunity because of its designation status, rareness, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.23 Bully Creek Reservoir

Bully Creek Reservoir is located 10 miles west of Vale, Oregon. It is an irrigation reservoir on the Malheur River, encompassing 1,000 acres when full, and a Malheur County park. The park is located on the east side of the reservoir upstream from the dam. The park facilities include 40 fee campsites with electrical hookups, restrooms with showers, a two-lane boat ramp with a dock, and a day-use area with picnic shelters encompassing approximately 14 acres. The reservoir supports crappy, largemouth bass, bluegill and yellow perch fish population, and recreation activities include fishing, picnicking, camping, and boating. Use fees apply for both

day and overnight use. There are two other reservoirs maintained as county parks by Malheur County; however, Bully Creek Reservoir is the only fully developed park (Malheur County Parks Department 2012). The Proposed Route is approximately 0.7 mile north of the reservoir and 1.8 miles northwest of the campground at its closest point.

As explained in Attachment T-3, Table T-3-1, Bully Creek Reservoir is an important opportunity because of its high use level, quality of full-service developed facilities, and rareness per OAR 345-021-0010(1)(t)(A).

3.3.24 Owyhee River Below the Dam SRMA

The Owyhee River Below the Dam SRMA comprises 11,239 acres on both sides of the Owyhee River north of Owyhee Dam in Malheur County, Oregon. This river corridor area was designated as an ACEC for "high scenic values of diverse landscape elements in a substantially natural setting, a special status plant species (Mulford's milk-vetch), the rare presence of a black cottonwood gallery in a riverine system, and the combined wildlife values of diverse habitat types supporting a large number of wildlife species and an important migratory corridor for neotropical birds" (BLM 2002). The area was also designated as a SRMA because it includes two existing recreation sites, a 13-mile reach of the Owyhee River, and a paved, two-lane road that provides access to Owyhee Reservoir. One of the existing recreation sites is an area of about 120 acres at Snively Hot Springs that has been partially developed for camping and day use (BLM 2001). The other is the Lower Owyhee River Watchable Wildlife and Gateway Interpretive Site, which has two picnic tables, a toilet, and interpretive displays. Estimated use of these sites in 1997 was reported at 8,200 and 9,600 visitors, respectively. Several other sites within the river canyon are used for various types of dispersed recreation, including camping. The Proposed Route passes approximately 250 feet to the east of the SRMA. The BLM-administered lands within the SRMA adjoin an area managed by the BOR that generally lies to the east of the SRMA lands.

As explained in Attachment T-3, Table T-3-1, The Owyhee River Below the Dam SRMA is an important opportunity because of its designation status, high level of use, high quality, and irreplaceable character per OAR 345-021-0010(1)(t)(A).

3.3.25 Grand Tour Scenic Bikeway

The Grand Tour Scenic Bikeway is one of 15 designated Scenic Bikeways in Oregon. The route begins in La Grande, Oregon, and travels in a figure-eight pattern through the small towns on eastern Oregon, with a half-way point at Baker City. The bikeway provides opportunities for viewing wildlife, pastoral settings, and views of the mountainous peaks of the Blue Mountains and the Eagle Caps of the Wallowa Mountains. Historic context is provided by a pioneer cemetery and a world-famous bronze foundry Information on the Grand Tour Scenic Bikeway is provided at: http://www.oregon.gov/oprd/BIKE/Pages/GTSB_main.aspx.

3.3.26 Blue Mountain Century Scenic Bikeway

The Blue Mountain Century Scenic Bikeway is one of 15 designated Scenic Bikeways in Oregon. The route begins and ends in Heppner, Oregon, running approximately 108 miles through the Blue Mountain Scenic Byway, the Umatilla National Forest, and Highway 395. The bikeway includes views of the Blue Mountains, and is characterized by low numbers of automobiles and other vehicles. Information on the Blue Mountain Scenic Bikeway is provided at: http://rideoregonride.com/road-routes/blue-mountain-century-scenic-bikeway/.

3.4 Significant Potential Adverse Impacts to Recreational Opportunities

OAR 345-021-0010(1)(t)(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.

3.4.1 No Loss of Recreational Opportunities

Three recreational opportunities are within the Site Boundary and are crossed by the Proposed Route: The Blue Mountain Corridor, Burnt River ERMA, and the Ladd Marsh WA. As discussed below, construction and operation of the Project will not result in significant impacts to the recreational opportunities at these areas. Therefore, no direct or indirect loss of such opportunities will occur.

3.4.2 Noise Impacts

During construction, activities will progress along the corridor, therefore, no single area will be exposed to construction noise for the entire construction period. Both construction and operational noise are localized effects which attenuate with distance. The calculated construction noise levels presented in Exhibit X, Table X-2 are likely conservative as only losses resulting from geometric spreading are considered. This results in a 6 decibel reduction per doubling of distance and does not consider additional attenuation from trees or vegetation, ground or atmospheric absorption nor potential intervening terrain. In addition, typical operational sound levels within the ROW are low, not exceeding 30 decibel at the edge of the ROW. As explained in Exhibit X, during infrequent foul weather events, operational sound levels will temporarily increase but will also attenuate with increasing distance from the line. Therefore, construction noise will not result in any adverse impacts to the recreation areas.

3.4.3 Traffic Impacts

Increased traffic due to the construction and operation of the Project will not result in significant impacts.

During Project construction, IPC has concluded that Project traffic consisting of construction trucks and construction workers commuting to their work site may result in temporary traffic impacts to some important recreational opportunities. As explained in Exhibit U, traffic during construction will be dispersed and not concentrated near any specific location for any long period of time and will be less than significant. Existing roads that the Project will use have low volume-to-capacity (V/C) ratios, or low levels of congestion. Factoring in the estimated short-term traffic generated during construction activities, none of the potential Project hauling or commuting routes exceeds a maximum V/C ratio established by the Oregon Department of Transportation (Exhibit U, Attachment U-2, Table 8).

During Project operation, as described in Exhibit U, Attachment U-2, no increased traffic resulting from facility operation is anticipated because Project operations will not involve significant vehicle traffic, and in most instances will be limited to approximately two vehicle trips per year. Therefore, as defined in Section 3.2.2, there will be either no impacts or negligible impacts to traffic during Project operations.

Potential traffic impacts are summarized below in Table T-1 for each important recreational opportunity. These summaries are based on the locations of the respective recreational opportunity, the Proposed Route, Alternative Routes, nearby multi-use areas, preliminary

commuting routes for workers lodging in nearby communities, and preliminary routes for hauling water to multi-use areas as described in Exhibit U, Attachment U-2.

Detailed mitigation measures listed in Exhibit U, Attachment U-2 (including Section 4.2.1, Traffic Control, Access, and Safety Measures) will further minimize any short-term traffic impacts on protected areas. Additional mitigations specific to important recreational opportunities are included below in Section 3.5.2.

3.4.4 Visual Impacts

Table T-1 provides a summary of potential impacts to important recreational opportunities, based on site-specific assessment for each opportunity. Expected impacts are discussed below for important opportunities along the IPC Proposed Route and Morgan Lake Alternative. No important recreation opportunities were identified within 2 miles of the Double Mountain Alternative. Potential impacts from the West of Bombing Range Road Alternative 1 and Alternative 2 are considered the same as the Proposed Route due to the proximity of these segments to each other.

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

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Umatilla National Wildlife Refuge	1.3 miles (Proposed Route)	Not Applicable	No effects during construction; no long-term loss of opportunity.	Less than significant temporary traffic impacts possible during construction due to proximity of I-84 and US 730, multi-use area MO-01, and existing access roads. No proposed temporary haul routes in the vicinity of the NWR. No or negligible impacts during operation.	Some Project facilities potentially visible at middleground distance; moderate to strong visual contrast and medium intensity. Scenery not an important attribute; less than significant impacts.	Impacts limited to medium intensity visual impacts. Scenery is not an important attribute. Overall impacts less than significant.
Oregon Trail Interpretive Park at Blue Mountain Crossing	1.0 mile (Proposed Route)	4-32	Access delays during construction unlikely; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to close proximity to I-84, access roads, and Proposed Route. Closest multi-use area (UM-07) is over 10 miles away. No or negligible impacts during operation.	Cleared right-of-way will be screened from view and towers will be partially screened and introduce low visual contrast. Impacts will be low intensity and less than significant.	Impacts limited to temporary traffic increases and low intensity visual impacts. Overall impacts less than significant.
Blue Mountain Forest State Scenic Corridor	Crossed (Proposed Route)	4-5	Less than significant, temporary intermittent changes to access possible during construction; no long-term loss of opportunity.	Less than significant temporary traffic impacts possible during construction as a result of nearby Preliminary Haul Roads including I 84, other access roads, and multi-use area UM-07; no or negligible impacts during operation.	Steep viewing angles, tall mature vegetation, and topography will screen views of the Project. Viewers will have primarily intermittent and peripheral views and landscape character and scenic integrity and attractiveness will not change. Impacts will be low intensity and less than significant.	Impacts limited to temporary access and traffic impacts and low intensity visual impacts. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Hilgard Junction State Park	0.3 mile (Proposed Route)	4-19	Less than significant, temporary intermittent access delays possible during construction for some visitors; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to close proximity of Proposed Route, Preliminary Hauling Roads, and access roads; nearest multi-use area (UN-01) is about 7 miles away. No or negligible impacts during operation.	Partially screened Project facilities likely visible at middleground distance, but not visible from camping area or areas near the river where recreation use will be highest. Impacts will be low intensity and less than significant.	Impacts limited to temporary access and traffic delays near the park entrance and low intensity visual impacts. Overall impacts less than significant.
	0.4 mile (Morgan Lake Alternative)	4-19	Less than significant, temporary intermittent access delays possible during construction for some visitors; no long-term loss of opportunity.	Impacts are anticipated to be slightly less under the Morgan Lake Alternative due to the increased distance from the construction areas. No or negligible impacts during operation.	Visual impacts from the Morgan Lake Alternative will be similar to, but slightly less than, those described above for the Proposed Route. Impacts will be low intensity and less than significant.	Impacts limited to temporary access and traffic delays near the park entrance and low intensity visual impacts. Overall impacts less than significant.
Morgan Lake Park	0.6 mile (Proposed Route)	4-28	Less than significant, temporary, intermittent access delays during construction; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to the proximity to access roads, the Proposed Route, and I-84; the two nearest multi-use areas (UN-01 and UN-02) are about 5 miles away. No or negligible impacts during operation.	Vegetation will block views of the towers from most locations in the park. The cleared right-of-way will not be visible. Viewers could experience weak contrast from the Project while engaging in transient or stationary activities.	Impacts limited to temporary access and traffic delays and low intensity visual impacts. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Morgan Lake Park (continued)	0.2 mile (Morgan Lake Alternative)	4-28	Less than significant, temporary, intermittent access delays during construction; no long-term loss of opportunity.	Impacts will be slightly greater under the Morgan Lake Alternative due to the closer proximity of the Park to the access roads and construction for this alternative. The closest multi-use areas (UN-01 and UN-02) are over 5 miles away. Less than significant, temporary traffic impacts possible during construction. No or negligible impacts during operation.	Vegetation will block views of the towers from many locations in the park, including campsites and on-water areas. The cleared right-of-way will not be visible. Viewers could experience weak-moderate contrast from the Project while engaging in transient or stationary activities.	Impacts limited to temporary access and traffic delays and up to medium intensity visual impacts. Overall impacts less than significant.
Ladd Marsh Wildlife Area	Crossed (Proposed Route)	4-16; 4-26; 4-27	No temporary effects during construction; no long-term loss of opportunity.	Less than significant temporary traffic impacts associated with increased traffic on I-84, location between La Grande and multi-use area UN-02, and overlap of access roads and Proposed Route at the area. No or negligible impacts during operation.	Structures will introduce moderate visual contrast and appear co-dominant with the landscape and existing infrastructure. Medium intensity and less than significant.	Impacts limited to temporary traffic increases and medium intensity visual impacts. Overall impacts less than significant.
	208 feet (Morgan Lake Alternative)	4-16; 4-26; 4-27	No temporary effects during construction; no long-term loss of opportunity.	Impacts are anticipated to be slightly less under the Morgan Lake Alternative due to the increased distance from the construction areas. No or negligible impacts during operation.	Visual impacts from the Morgan Lake Alternative will be similar to, but slightly less than, those described above for the Proposed Route. Impacts will be medium intensity and less than significant.	Impacts limited to temporary traffic increases and medium intensity visual impacts. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Ladd Marsh Wildlife Area (continued)	208 feet (Morgan Lake Alternative)	4-16; 4-26; 4-27	No temporary effects during construction; no long-term loss of opportunity.	Impacts will be similar to or less than those for the Proposed Route.	The Project will result in medium magnitude visual impacts as it will introduce moderate contrast and appear co-dominant to natural and man-made features within Ladd Marsh Wildlife Area/State Natural Heritage Area. Impact intensity will be medium and less than significant.	Impacts limited to temporary traffic increases and medium intensity visual impacts. Overall impacts less than significant.
Powder River (scenic) and Area of Critical Environmental Concern	1.4 miles (Proposed Route)	5-34; 5-35; 5-36	No impacts to access expected during construction; no long-term loss of opportunity.	Less than significant temporary traffic impacts possible during construction due to position along OR 203 and close proximity to I-84, access roads, and multi-use areas UN-04 and BA-01. No or negligible impacts during operation.	Project will only be visible when recreators are accessing the river. The Project will not be visible from the bottom of the canyon where users will be recreating.	Impacts limited to temporary traffic increases and medium intensity visual impacts that will not be visible where recreation activities occur. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Oregon Trail Area of Critical Environmental Concern – National Historic Oregon Trail Interpretive Center Parcel	0.02 mile (Proposed Route)	5-25c; 5-25d; 5-25e	Less than significant temporary intermittent access delays during construction; no long-term loss of opportunity.	Less than significant temporary traffic impacts possible during construction due to close proximity to access roads, the Proposed Route, I-84, US 30, and two multi-use areas (BA-01 and BA-02). No or negligible impacts during operation.	Project will be visible throughout the ACEC; however, the landscape character and quality will not change and the visual effects will not appear dominant. Medium intensity and less than significant impacts.	Temporary impacts to access and traffic. Project will conform to visual management objectives established to protect valued scenic attributes of the ACEC. Therefore, medium intensity impacts will have an adverse effect, but less than significant impact to visitor experience.
Virtue Flat Off-highway Vehicle Area	1.5 miles (Proposed Route)	5-84	Minor, intermittent access delays possible during construction; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to close proximity to access roads, the Proposed Route, I-84, US 30, and two multi-use areas (BA-01 and BA-02). No or negligible impacts during operation.	Outside of modeled viewshed; no visual impacts.	Impacts limited to temporary impacts to access and traffic. No visual impacts. Therefore, overall impacts to visitor experience will be less than significant.
Burnt River Extensive Recreation Management Area	Crossed (Proposed Route)	5-81	Less than significant intermittent access delays during construction possible; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to overlap with the Proposed Route, access roads, and proximity to multi-use areas BA-03 and BA-04. No or negligible impacts during operation.	Localized adverse impacts to the Burnt River ERMA will result from strong visual contrast of Project features; however, localized visual impacts will not preclude recreation opportunities within the Burnt River ERMA.	Impacts limited to temporary impacts to access and traffic. Medium intensity, localized, visual impacts. Therefore, overall impacts to visitor experience will be less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Snake River Breaks Extensive Recreation Management Area	0.8 mile (Proposed Route)	5-59	Less than significant intermittent access delays during construction possible; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to the proximity to multi-use area BA-06, access roads, the Proposed Route, and I-84. No or negligible impacts during operation.	Visual impacts will be medium intensity and characterized by low viewer perception. Visual impacts will not preclude recreation opportunities within the Burnt River ERMA. There will be no visual impacts to the Oxbow and Hells Canyon reservoirs. Visual impacts to Snake River Breaks ERMA will be less than significant.	Impacts limited to temporary impacts to access and traffic. Medium intensity, localized, visual impacts. Therefore, overall impacts to visitor experience will be less than significant.
Farewell Bend State Recreation Area	0.7 mile	5-13	Less than significant intermittent access delays during construction possible; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to proximity to multi-use area UM-06, I-84, US 30, and several access roads. No or negligible impacts during operation.	Project will be most visible from shoreline day-use and overnight use areas and introduce moderate visual contrast. The Brownlee Reservoir, which is the primary scenic attribute of the SRMA, will persist and views from the SRMA to the east will be unaffected.	Temporary impacts to access and traffic. Visual impacts will affect visitor experience; however, the Project will not preclude visitors from continuing to enjoy the day-use and overnight park facilities. Therefore, overall impacts to visitor experience will be less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Weiser Dunes Off-highway Vehicle Play Area	0.5 mile	7-1	None expected.	Project construction activity is not expected to cause delays for visitors accessing the play area due to location across the river from all multi-use areas, access roads, I-84, and the Proposed Route. No or negligible impacts during operation.	Project will be visible throughout the play area and viewed by individuals riding OHVs and picnicking or camping. Medium intensity impacts will be less than significant.	No loss of opportunity and no or negligible impacts from traffic congestion or delays. The play area provides novice and intermediate terrain for OHV use and is not correlated with scenery or views experienced from the area. Medium intensity visual impacts will have a less than significant impact on the overall visitor experience.
Oregon Trail Birch Creek Special Recreation Management Area	0.2 mile	8-3	None expected.	Less than significant, temporary traffic impacts possible during construction due to close proximity to I-84, access roads, multi-use area MA-01, and Proposed Route. Project construction activity is not expected to cause delays for visitors accessing the area. No or negligible impacts during operation.	Lower stature H-frame towers will not substantially lower the quality of the adjacent scenery. Landscape character, particularly as viewed to the north toward Big Bend, will remain. Medium intensity impacts will be less than significant.	Impacts limited to temporary traffic increases and medium intensity visual impacts. Visual impacts will not preclude recreation activities. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Snake River Islands (Huffman Island) Wildlife Area	0.9 mile (Proposed Route)	None	None expected.	Less than significant, temporary traffic impacts possible during construction due to very close access roads, as well as proximity to I-84, the Proposed Route, and multi-use area MA-01. Project construction activity is not expected to cause delays for visitors accessing the area. No or negligible impacts during operation.	The Project will result in long-term visual impacts to the Snake River Islands Wildlife Area (primarily Huffman Island) that will be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Impacts will be less than significant.	No loss of opportunity and no or negligible impacts from traffic congestion or delays. Low intensity visual impacts will not preclude recreation activities. Overall impacts less than significant.
Oregon Trail Tub Mountain Special Recreation Management Area	0.5 mile (Proposed Route)	8-1; 8-24	Intermittent access delays during construction likely; no long-term loss of opportunity.	Project construction activity will occur to the east and south requiring visitors to cross the construction area when accessing the SRMA, likely causing intermittent delays. Temporary traffic impacts possible during construction due to this arrangement, as well as close proximity to I-84, access roads, Proposed Route, and multi-use area MA-02. No or negligible impacts during operation.	Project will be generally located to the east and most towers will either not be visible or only the top portions will be visible. Views will primarily be peripheral and intermittent; therefore, visual impacts to SRMA visitors will be low.	Temporary, intermittent adverse impacts to access and traffic delays are likely. Visual impacts will be high intensity but have an overall low impact to visitor experience due to their visibility throughout the SRMA. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Deer Flat National Wildlife Refuge – Snake Island Unit	0.4 mile (Proposed Route)	None	Less than significant temporary intermittent access delays during construction; no long-term loss of opportunity.	Less than significant temporary traffic impacts possible during construction. Although some units are close to the Project site, others are several miles away. Many are more accessible from US 95 in Idaho than they are to I-84 in Oregon. Those parcels most affected will be near Huntington and Adrian, OR. Closest multi-use areas are those in Malheur and Owyhee counties. No or negligible impacts during operation.	One of 101 islands within the NWR will be within 2 miles of the Project. One tower (0.4 mile away) and one multi-use site (0.2 mile away) will introduce medium magnitude impacts; 95% of the NWR will have no visual impacts. Additionally, scenery is not identified as important to the NWR.	Impacts limited to temporary traffic increases and low intensity visual impacts. Overall impacts less than significant.
Bully Creek Reservoir	0.7 mile (Proposed Route)	8-5	Less than significant temporary intermittent access delays during construction possible; no long-term loss of opportunity.	Less than significant temporary traffic impacts possible during construction due to close proximity of access roads, Proposed Route, US 20, US 26, and multi-use areas MA-02, MA-03, and MA-04. No or negligible impacts during operation.	Many of the towers will be screened by topography with only the upper portion of most towers visible, appearing subordinate in most areas. The reservoir will continue to be the dominant feature of the landscape, such that medium intensity visual impacts will have a minor effect to visitor experience and be insignificant.	Temporary impacts to traffic and access. Medium intensity, but less than significant visual impacts. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Owyhee River Below Dam Special Recreation Management Area	250 feet	8-52	Less than significant, temporary intermittent access delays during construction possible for some visitors; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction for some visitors due to the close proximity to the Proposed Route, access roads, and multi-use areas MA-07 and MA-08 each about 5 miles away. No or negligible impacts during operation.	Project facilities prominent, but not dominant, in view to visitors near entry to SRMA, but views will be episodic as visitors travel along the roadway. Towers also highly visible from Lower Owyhee Watchable Wildlife interpretive site, but located behind the viewer. Impacts will be medium intensity and less than significant.	Temporary access and traffic impacts to Lake Owyhee. Medium intensity visual impacts will be episodic, only affecting a small portion of the SRMA, and primarily behind the viewer such that viewer experience will not be noticeably affected throughout the SRMA or at identified recreation sites, and will be less than significant.
Grand Tour Scenic Bikeway	Crossed (Proposed Route)	4-27	Less than significant, temporary intermittent access delays during construction possible for some visitors; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to the placement of three multi-use areas along or near the Bikeway (UN-04, BA-01, and BA-02), as well as the overlap with some access roads and the two places in which the Bikeway crosses the Proposed Route. No or negligible impacts during operation.	The project will have low magnitude impacts where the Proposed Route crosses the bikeway and scenic integrity will remain high such that resource change will be low. Viewer exposure will be brief. Impacts will be less than significant.	Impacts limited to temporary access and traffic delays and low intensity visual impacts. Overall impacts less than significant.

Important Recreational Opportunity	Distance to Route Centerline	KOPs Associated with Recreation Opportunity	Loss of Opportunity	Traffic Impacts	Visual Impacts	Overall Recreation Impact
Blue Mountain Scenic Bikeway	Crossed (Proposed Route)	3-12	Less than significant, temporary intermittent access delays during construction possible for some visitors; no long-term loss of opportunity.	Less than significant, temporary traffic impacts possible during construction due to the placement of two multi-use areas along the Bikeway (MO-05 and UM-03), as well as the overlap with some access roads and the two places in which the Bikeway crosses the Proposed Route. No or negligible impacts during operation.	The landscape will remain primarily natural appearing, scenic attractiveness will remain Class B (Typical), and resource change will be low. Viewer exposure will be brief such that viewer perception will be low. Therefore, impact intensity will be low and less than significant.	Impacts limited to temporary access and traffic delays and low intensity visual impacts. Overall impacts less than significant.

ACEC – Area of Critical Environmental Concern
ERMA – Extensive Recreation Management Area
KOP – Key Observation Point
NWR – National Wildlife Refuge
OHV – off-highway vehicle
OR – Oregon (State) Highway
SRMA – Special Recreation Management Area

The following sections discuss the nature and degree of expected impacts on each important recreational opportunity within the analysis area for Exhibit T (the area within the Site Boundary and 2 miles from the Site Boundary). As noted above including in Table T-1, access road and traffic impacts for the Project will be temporary, and therefore, less than significant for all important recreational opportunities.

Therefore, the following impact discussion focuses on the Project-related direct and indirect loss of a recreational opportunity, noise and visual impacts as they apply to each particular important recreational opportunity, and the overall effect of visual impacts on visitor experience. Attachment T-4 provides the complete visual impact methodology and the analysis sheets for all resources evaluated, including each important recreation opportunity identified in Table T-1. Photosimulations produced for a subset of KOPs located near or within recreation opportunities are included in Attachment T-5. Identified recreation opportunities are shown on the map set included in Attachment T-1 showing distance and direction from the Proposed Route and in Attachment T-6, which includes the modeled viewshed to display Project visibility at each recreation opportunity.

3.4.4.1 Umatilla National Wildlife Refuge

The Morgan Lake Alternative and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. This protected area is also located more than 10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative; consequently, potential visual impacts of the cleared ROW are also not considered further in this analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route. Because of the proximity of the Proposed Route to West of Bombing Range Road Alternative 1 and West of Bombing Range Road Alternative 2, the results of this analysis are considered the same for those two Alternatives.

Proposed Route: The Proposed Route is located 1.3 to 12.0 miles from the Umatilla NWR. Recreational use areas within the McCormack Unit of the refuge, located northeast of Boardman, are within approximately 1.3 miles of the Proposed Route. The Project will have no direct impact on use of the facilities. A multi-use area is proposed approximately 5 miles south of the NWR. There are no proposed temporary haul routes in the vicinity of the NWR and the Project will not permanently or temporarily disrupt access to the refuge via local roads. Therefore there will be no direct or indirect loss of recreational opportunity.

The towers will be skylined (i.e., sited on or near a ridgeline so that they are silhouetted against the sky) but partially obstructed by the two existing transmission lines that are located between the NWR and the Proposed Route such that the Project will introduce moderate to strong visual contrast, and the towers associated with the Proposed Route will appear co-dominant with the surrounding landscape due to their size against the landscape and other existing development, resulting in medium magnitude impacts. The majority of the NWR will be further than 3 miles from the Proposed Route, where the towers will introduce weak visual contrast and begin to appear subordinate to the landscape due to distance. The Proposed Route will lower the quality of the NWR's adjacent scenery. However, adjacent scenery has a limited effect on the quality of the Umatilla NWR landscape, so this change will only result in a small change to the scenic quality component scoring. The overall scenic quality will remain low and the landscape will remain a cultural landscape, resulting in medium resource change. Views of the transmission

towers associated with the Proposed Route will be primarily peripheral and intermittent, as viewers will be situated throughout the NWR and will not be directly facing the Project.

Long-term visual impacts will be medium intensity, resulting from medium magnitude, medium resource change, and low viewer perception. Although scenery of and from the McCormack unit is considered an important aspect of the overall recreation experience at the Umatilla NWR, the Project will not cause a noticeable change in the landscape to individuals visiting the McCormack unit of the Umatilla NWR and will not preclude the McCormack unit from continuing to function as the focal point for Umatilla Refuge wildlife viewing activities. Therefore, the Project will result in less than significant impacts on visitor experience at the NWR.

The Project will not result in a direct or indirect loss of recreation opportunity or traffic impacts on the NWR. Considering all elements of the impact analysis, the Project will cause less than significant impacts on the recreational experience for visitors to the Umatilla NWR.

3.4.4.2 Oregon Trail Interpretive Park at Blue Mountain Crossing

The Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route and the cleared ROW of the Morgan Lake Alternative (analyzed because this recreation area falls within 10 miles of the ROW).

Proposed Route: The Proposed Route is separated from the Oregon Trail Interpretive Park at Blue Mountain Crossing by a distance of 1.0 miles, and the Project will have no direct impact on use of the facilities. A proposed multi-use area is located approximately 5 miles from the park. General Project-related construction traffic may cause a temporary, noticeable increase in traffic in this rural area. However, these impacts will be temporary and less than significant and access to the park will not be affected. Therefore there will be no direct or indirect loss of recreational opportunity.

The Proposed Route will be sited just behind a ridgeline approximately 1 mile to the west of KOP 4-32, such that the top portions of several towers will be visible from the picnic area of the interpretive park, but the cleared ROW will be shielded from view by the forested ridgeline. Views of the Project will be primarily shielded from the eastern portion of the park where the trees are denser. The towers associated with the Proposed Route will introduce a weak level of contrast and appear subordinate to the landscape due to the dense, mature trees that provide screening. The landscape will maintain its natural-appearing landscape character, scenic integrity will remain high, and scenic attractiveness will be maintained. Views will be experienced from a neutral vantage point and head-on or intermittent depending on where the viewer is positioned within the resource. When viewing interpretive displays, the viewer's attention will not be focused toward the Project. The Project will have low intensity visual impacts on the interpretive park as a result of low magnitude, low resource change, and medium viewer perception, and impacts will be less than significant. These visual impacts will not affect user experience at the park.

The Project will not result in a direct or indirect loss of recreation opportunity to the interpretive park. Traffic impact may occur during construction, but will be temporary and less than significant. Visual impacts will be low intensity and less than significant. Considering all elements of the impact analysis, the Project will cause less than significant impacts on the

recreational experience for visitors to the Oregon Trail Interpretive Park at Blue Mountain Crossing.

3.4.4.3 Blue Mountain Forest State Scenic Corridor

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route and the Morgan Lake Alternative.

Proposed Route: The Project will not result in any long-term, direct loss of opportunity for users of the Blue Mountain Corridor. The Project will cross the Blue Mountain Corridor in one location, approximately 1 mile west of its southern end (within the fifth parcel of the Blue Mountain Corridor). The transmission line will span the Blue Mountain Corridor and Old Emigrant Hill Scenic Frontage Road, and Project facilities will not be located within the Blue Mountain Corridor. Construction activity in the vicinity of the Blue Mountain Corridor could result in possible temporary, intermittent traffic delays along the frontage road at the crossing location or near either end of the fifth parcel of the Blue Mountain Corridor as a result of a preliminary haul road that will be located nearby.

The Project will cross the sixth parcel of the scenic corridor between MP 94.6 and 94.7 near KOP 4-5. Two towers will be sited outside the scenic corridor and will support the line span across the resource. No towers will be placed within, or visible from the roadway viewer platform within the scenic corridor.

The Project, including access roads and pulling and tensioning sites, will be situated on the crest of the ridgeline to the north of the sixth parcel of the Blue Mountain Corridor, outside of the scenic corridor boundary. The steep angle of observation will preclude views of Project features from Old Emigrant Hill Scenic Frontage Road. The perimeter of the roadway will remain forested, thereby screening structures from view by roadway travelers. Roadway travelers approaching where the Project crosses the Frontage Road will experience views of the conductors spanning the road in the immediate foreground, shown in the photosimulation in Attachment T-5, Figure T-5-4. Visual contrast of the conductors will be weak.

The tops of some towers may be visible from the Old Emigrant Hill Scenic Frontage Road near the northern and southern ends of the fifth parcel at distances of approximately 0.2 mile. Top portions of towers may also be visible within the third parcel along I-84 at distances of approximately 1 mile. The perimeter of the roadway within all five parcels will remain forested, which coupled with steep viewing angles from many locations along the roadway, will limit the portion of the towers visible to the top. Visual contrast will be weak and the towers will appear subordinate where visible, since they will be partially screened. Viewer exposure will be brief and experienced both head-on and peripherally for all parcels. Old Emigrant Hill Scenic Frontage Road will be used as an access road; however, no substantial improvements to this roadway will occur. Other access roads, including existing roads requiring improvement and new bladed roads, will be located on the northwest side of the Proposed Route. Pulling and tensioning sites will be located adjacent to the Blue Mountain Corridor.

The cleared ROW of the Proposed Route for the Morgan Lake Alternative will not be visible from roadway viewing platforms within any of the Blue Mountain Corridor parcels due to steep viewing angles and tall, mature vegetation bordering the roadway, with the exception of the immediate crossing location. Where the Project crosses Old Emigrant Hill Scenic Frontage Road, vegetation clearing may be visible but will appear subordinate and introduce weak

contrast due to IPC's vegetation management plan for that area as described in further detail in Attachment T-4. The landscape will remain primarily natural appearing, and scenic attractiveness and integrity will not change. Deviations may be present, but they will mimic the landscape character so completely that they are not evident. The Project will have low intensity visual impacts on the Blue Mountain Corridor, resulting from low magnitude, low resource change, and low viewer perception and will be less than significant. Attachment T-4 provides the detailed visual impact analysis for the scenic corridor and a photosimulation is provided in Attachment T-5, Figure T-5-4.

The Project will not result in a direct loss of recreation opportunity to the scenic corridor. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Overall, considering the expected viewing conditions for all three parcels within the analysis area, the Project will have a less than significant impact on the recreational experience of visitors to the Blue Mountain Corridor. Visitors making a side trip along the Old Emigrant Hill Scenic Frontage Road (approximately 15 miles for a trip including all three parcels, or about 10 miles for a trip involving the two southerly parcels) will likely be exposed to brief views of the Project at two locations and intermittent, peripheral views in other limited areas.

3.4.4.4 Hilgard Junction State Park

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route and Morgan Lake Alternative.

Proposed Route: The Proposed Route is located about 0.3 mile west of the Hilgard Junction State Park at its closest point. The Hilgard Junction State Park is made up of three parcels, and the parcel most proximate to the Proposed Route is used for administrative uses and does not have any recreational uses. The Proposed Route is located 0.8 mile west of the day-use area (KOP 4-19) and park campground at its closest point. The Proposed Route is sufficiently separated from the developed part of the park that the Project will have no direct loss of recreation opportunity. Construction traffic may use the same highway exit as park users, resulting in possible delays at the park entrance. The park will still be accessible, and these impacts to access and traffic will be temporary and less than significant.

Transmission towers will be located within 0.8 mile of the day-use area of the Hilgard Junction State Park. These structures will be both partially skylined and partially obstructed from view by existing topography. The majority of the campsites and areas of the park near the river are outside of the modeled viewshed due to the steep topography that limits views to the foreground. Towers will be visible from the highlands along the southern boundary of the park, south of the camping area.

The Morgan Lake Alternative Route is located greater 0.4 mile from Hilgard Junction State Park and within 10 miles of the forested portion of that Alternate Route. Visual impacts from the Morgan Lake Alternative will be similar to that described for parallel portions of the Proposed Route. However, due to the steep topography and forest vegetation adjacent to the Hilgard Junction State Park, views will not extend beyond the foreground.

Viewshed models indicate the cleared ROW of the Proposed Route and the Morgan Lake Alternative will not be visible from the day-use or camping areas of the park. Although views from the day-use area will include head-on views of the Proposed Route, predominant views will

be peripheral and intermittent. The landscape character, scenic integrity, and scenic attractiveness will be maintained. The Project will result in low intensity visual impacts on the Hilgard Junction State Park resulting from low magnitude, low resource change, and low viewer perception.

The Project will not result in a direct loss of recreation opportunity to the park. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. The Project will not be visible from primary recreation areas, and therefore visual impacts will not cause adverse impacts to visitor experience at the park. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the Hilgard Junction State Park.

3.4.4.5 Morgan Lake Park

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route is located 0.6 mile to the north of the park at its closest point. The Proposed Project will have no direct impact on use of the facilities. A proposed multi-use area is located approximately 2 miles from the park. General Project-related construction traffic may cause a temporary, noticeable increase in traffic in this rural area and along roads leading to the park. However, these impacts will be temporary and less than significant and access to the park will not be affected. Therefore, there will be no direct or indirect loss of recreational opportunity.

Under the Proposed Route, a low level of Project visibility is expected as a result of vegetation north of the park that will largely screen views of structures. Due to low visibility, visual contrast will be weak and the towers will appear subordinate to the larger landscape and vegetated ridgeline. New, bladed roads and pulling and tensioning sites and a multi-use site will be located approximately 1.0 mile northeast of the park; both will be blocked by vegetation. Views of the Project will be experienced from a neutral position and will be peripheral and head-on, intermittent and continuous depending on viewer position and activity. Vegetation will block views of the towers from most locations in the park, so viewer perception could be intermittent and peripheral while viewers are moving through the park, but could be continuous and/or head-on while engaging in activities such as camping, picnicking, and fishing. Due to the weak visual contrast introduced by the Project, the landscape character, scenic integrity, and scenic attractiveness of the park will be maintained. The cleared ROW of the Proposed Route will not be visible from Morgan Lake Park. Impacts will be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Visual impacts on Morgan Lake Park will be low intensity resulting from low magnitude, low resource change, and medium viewer perception and will be less than significant.

The Project will not result in a direct loss of recreation opportunity to the park. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Visual impacts will be low intensity. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the experience of a typical visitor to Morgan Lake.

Morgan Lake Alternative

The Proposed Route is located 0.2 mile southwest of the park at its closest point. Improvements will be made to existing roads located to the southwest of the park. A multi-use area will be located approximately 0.25 mile south of the park, along an existing access road. General Project-related construction traffic may cause a temporary, noticeable increase in traffic in this rural area and along roads leading to the park. However, these impacts will be temporary and less than significant and access to the park will not be affected. Therefore, there will be no direct or indirect loss of recreational opportunity.

The towers associated with the Morgan Lake Alternative will be visible from portions of the park, primarily the access road and parking areas located to the south of the lake. Vegetation located along the southern perimeter of the lake will screen views from campsites and locations on the water. Visual contrast from these areas will be weak-moderate and the tops of towers will appear subordinate to the larger landscape and vegetated ridgeline. New, bladed roads and pulling and tensioning sites and a multi-use site will be located approximately 0.3 mile south of the park; and will also be screened by vegetation. Views of the Project will be experienced from a neutral position and will be peripheral and head-on, intermittent and continuous depending on viewer position and activity. Vegetation will block views of the towers from most locations in the park, so viewer perception could be intermittent and peripheral while viewers are moving through the park, but could be continuous and/or head-on while engaging in activities such as camping, picnicking, and fishing. The cleared ROW of the Morgan Lake Alternative will not be visible from Morgan Lake Park.

Although the Project will introduce moderate contrast to the landscape, it will not preclude visitors from enjoying the day use and overnight facilities offered at Morgan Lake Park. The screening provided from trees and other vegetation within the park will screen views of Project features such that visual impacts will not affect recreation opportunities. Therefore, visual impacts to Morgan Lake Park will be less than significant.

The Project will not result in a direct loss of recreation opportunity to the park. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Visual impacts will be low intensity. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the experience of a typical visitor to Morgan Lake Park.

3.4.4.6 Ladd Marsh Wildlife Area

The visual impact assessment for Ladd Marsh WA/State Natural Heritage Area (SNHA) was prepared for both the Proposed Route and the Morgan Lake Alternative. The Proposed Route will cross the Ladd Marsh WA/SNHA approximately 0.5 mile east of Foothill Road. The Proposed Route will parallel the existing 230-kV transmission line and access road for the entire portion that crosses protected area. The Proposed Route will be located within 500 feet of this existing transmission line and will therefore meet the provisions of OAR 345-022-0040(3).

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route and the Morgan Lake Alternative.

Proposed Route

The Proposed Route will cross the Ladd Marsh WA near the Foothill Road locations. Project construction activity will also occur to the north and south where multi-use areas are located approximately 1 mile from the Ladd Marsh WA. Increased construction traffic on I-84 may temporarily affect individuals traveling to and from the Ladd Marsh WA, but access from Foothill Road will not be disrupted.

The transmission line will be back dropped with dark-colored hills such that the transmission structures will appear subordinate to the large-scale surrounding topography and expansive landscape and introduce weak visual contrast at that distance. The ROW would be visible from the majority of the Ladd Marsh WA/SNHA; however vegetation clearing will be limited in this portion of the ROW because it is not densely forested.

Oregon (State) Highway (OR) 203 runs between the Ladd Marsh WA and the multi-use area such that the multi-use area will not be noticeable from the resource. Since the Project will introduce weak contrast and appear subordinate, it will not affect the quality of the adjacent scenery; therefore, scenic quality will not change. The landscape character will remain agricultural. The Project will have low intensity visual impacts as a result of low magnitude, low resource change, and medium viewer perception; impacts will be less than significant.

The Project will not result in a direct loss of recreation opportunity to the park. Temporary traffic impacts may occur during construction, but will be temporary and less than significant. Indirect/disturbance impacts will be limited to low intensity visual resource effects. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the Ladd Marsh WA. The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions including Ladd Marsh WA/SNHA facilities, existing 230-kV transmission line, a buried pipeline, and major transportation corridors. Medium intensity visual impacts will not preclude the ability of the Ladd Marsh WA/SNHA to provide the wildlife-oriented recreational and educational opportunities identified in the management plan. Therefore, visual impacts to the Ladd Marsh WA/SNHA will be less than significant.

The Proposed Route will not result in a direct loss of recreation opportunity to the park. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Visual impacts will be low intensity. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the experience of a typical visitor to Ladd Marsh WA/SNHA.

Morgan Lake Alternative

The Morgan Lake Alternative is located approximately 208 feet southwest of Ladd Marsh WA/SNHA, where it traverses a higher elevation plateau in an east-west direction. Temporary visual impacts will result where moderate improvements to existing roadways will increase visual contrast of these features. A proposed work area is located approximately 2.2 miles northeast of the Morgan Lake Alternate, in the lower elevation agricultural areas near Highway 30. Increase in construction-related traffic will primarily be routed south of Ladd Marsh WA/SNHA and will not disrupt recreation opportunities.

As with the Proposed Route, the transmission towers associated with the Morgan Lake Alternative will introduce moderate to strong visual contrast, depending on the location of the viewer within the Ladd Marsh WA/SNHA. As public use of the Ladd Marsh WA/SNHA is primarily centered in lower elevation areas, perceived visual contrast of the transmission structures associated with Ladd Marsh WMA will be weak, as tower structures will be largely screened by existing topography and vegetation. Viewer geometry will be inferior. Transmission

structures will appear subordinate to the surrounding landscape. The ROW of the Morgan Lake Alternative will not be visible from the majority of the Ladd Marsh WA/SNHA.

The Morgan Lake Alternative will not result in a direct loss of recreation opportunity to the park. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Visual impacts will be low intensity. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the experience of a typical visitor to Ladd Marsh WA/SNHA.

3.4.4.7 Powder River (Scenic)

The Proposed Route will run west of the Powder River, and at its closest point will be within 1.4 miles of the Powder River designated scenic corridor. The Powder River WSR will have no direct or indirect loss of recreation opportunity as a result of the Project. Construction activity in the vicinity could result in intermittent delay of traffic accessing the area on OR 203 via I-84. This scenic segment of the Powder River is characterized by steep canyon walls, which provide high scenic quality, enclose the landscape, and limit views of areas outside the canyon.

Proposed Route: The Powder River Canyon ACEC and WSR is located outside of the 10-mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternate, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route.

The river channel and adjacent steep canyon walls of the Powder River WSR are located outside of the bare-earth modeled viewshed. Although upper portions of the canyon walls of the designated WSR corridor will partially be within the Project viewshed, viewers will primarily be concentrated on the water or near the water's edge where the Project will have weak to no visual contrast and will appear subordinate to the landscape. Recreators using the area could have views of the Proposed Route when accessing the river; however, these views will be from a neutral vantage point and will be brief. Visual impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project. Long-term visual impacts will be of medium intensity resulting from medium magnitude, medium resource change, and low viewer perception. However, since recreation activities will be focused near the bottom of the canyon where the Project will not be visible; visual impacts will not disrupt recreation activities occurring within the Powder River WSR.

The Project will not result in a direct or indirect loss of recreation opportunity to the WSR. Temporary traffic impacts may occur during construction, but will be temporary and less than significant. Visual resource impacts will be medium intensity, but not be visible from the area of the resource where the majority of recreation activities will take place. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the WSR.

3.4.4.8 Oregon Trail Area of Critical Environmental Concern – National Historic Oregon Trail Interpretative Center Parcel

The NHOTIC Parcel is located outside of the 10 mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route.

Proposed Route: The Proposed Route is located within a mile of the NHOTIC main building and within 0.02 mile of the western boundary of the NHOTIC Parcel. KOPs 5-25c, 5-25d, and 5-25e have views oriented toward the Project. Note that KOP 5-25c is located outside of the NHOTIC Parcel, and is considered a recreational resource within the NHOTIC. Improvements to existing roads located approximately 0.02 mile directly north and west of the western boundary of the NHOTIC Parcel will be made, which will also be visible.

The transmission towers associated with the Proposed Route will be the primary source of visual contrast experienced from the NHOTIC Parcel, primarily due to their scale and proximity. The Baker Valley and mountainous landscape beyond will provide a backdrop for the Project and will appear co-dominant with the Proposed Route and other past human developments, including the existing 230-kV H-frame transmission structures.

The large, geometrical structures, vertical and horizontal lines, and smooth texture will contrast against the fine to medium, rolling, rounded hills, steep rugged mountains in the background, and wide, low, flat valley in the middleground. The perceived visual contrast and dominance of the Project will vary depending on viewers' locations throughout the ACEC. Viewers within the western portion of the ACEC (near Panorama Point [KOP 5-25c] and level 2 and 3 trails) will be within 1 mile of the Proposed Route, where the towers will introduce moderate contrast and appear co-dominant with SR 86 to the south and Baker Valley and the Blue Mountains to the west. Views of the Project will be experienced from an elevated vantage point and will be predominantly peripheral or intermittent as viewers move throughout the ACEC using the various trails, viewpoints, interpretation sites, and visitor center. Because these amenities are distributed throughout the ACEC, viewer exposure to the Project will be variable. The number of towers visible will also vary with viewer position within the ACEC. Fewer towers will be visible from locations near the main Interpretive Center building and level 1 trails (KOP 5-25d; 5-25e) than from the level 2 and 3 trails situated near the western boundary of the ACEC due to the rolling terrain throughout the ACEC. The Project will not be visible at the entrance to the NHOTIC from OR 86 due topography blocking views to the west.

The Project will affect the adjacent scenery of the ACEC. The Blue Mountains and Baker Valley situated to the west will continue to enhance the visual quality of the ACEC; however, due to the co-dominating 500-kV transmission lines that will be placed between the ACEC and the Blue Mountains, this positive influence will be reduced slightly. Despite the change to adjacent scenery, the scenic quality and landscape character of the NHOTIC parcel of the Oregon Trail ACEC will be retained within the boundary of the ACEC. The Project will conform to VRM Class II objectives as the Proposed Route occurs outside this management area. Long-term visual impacts will be medium intensity, resulting from medium magnitude, medium resource change, and medium viewer perception; impacts will be less than significant.

The Project will not result in a direct loss of recreation opportunity to the NHOTIC. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. The Project will have an effect on the overall visitor experience of the NHOTIC by affecting the views experienced from various viewing locations to the west. However, as described above, these changes in the landscape will be noticeable but not dominant, and viewers will have varying levels of interaction with these changes as they move throughout the NHOTIC. Additionally, the BLM acknowledges the importance of the landscape in and around the NHOTIC and manages it according to VRM Class II objectives. As described in more detail in Attachment T-4, the Project will conform to these management objectives. Therefore, medium intensity visual impacts will have an adverse effect to visitor experience but will be less than significant.

3.4.4.9 Virtue Flat OHV Area

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis.

This protected area is also located more than 10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative; consequently, potential visual impacts of the cleared ROW are also not considered further in this analysis.

Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The Proposed Route is approximately 1.5 miles to the west of the western boundary of the Virtue Flat OHV Area and will have no direct impact on use of the OHV area. Project construction activity could cause minor, intermittent delays for visitors traveling to Virtue Flat via OR 86.

The OHV area is completely outside of the viewshed, and therefore the Project will have no visual impacts to the Virtue Flat OHV Area. The Project will not result in a direct loss of recreation opportunity to the OHV area. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Therefore the Project will have no long-term adverse impact on the opportunity for visitors to use the OHV area and the overall impact to recreational experience for recreators will be less than significant.

3.4.4.10 Burnt River ERMA

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: The Proposed Route will cross the Burnt River ERMA area in two locations between MP 170.7-171.5 (two towers) and 172.5-173.0 (one tower). A new access road and an improved existing road will be used to access work areas along the ridgeline. Project construction activity could cause minor, intermittent delays for visitors traveling along Burnt River Road.

Due to the steep, enclosed nature of the canyon and rugged terrain of the Burnt River Canyon area, visibility of the towers will primarily be limited to the eastern fifth of the resource. The Project will be most visible where it crosses Burnt River Canyon Road, the primary viewing platform in the area. The roadway will pass under the conductor between MP 171.0 and 171.5. Tower 171/4 and 172/1, both lattice structures measuring 182.5 feet and 147.5 feet, respectively, will be visible on the ridgeline of the canyon. Where the towers are visible, they have the potential to produce up to strong contrast due to their size and proximity, geometric shape, and smooth surface that will rise above the natural terrain, and likely be skylined, appearing inconsistent with the natural, rugged surroundings. However, views will be of limited duration and episodic, primarily experienced from a moving vehicle. Viewer geometry will be oblique due to the steep slopes of canyon walls. New and improved access roads will be located along and near the Proposed Route in this area; however, they are not expected to be visible from the roadway. Work areas and access roads may be visible from high elevation areas throughout the resource. Visual impacts will be localized and will not preclude recreation opportunities within the Burnt River ERMA. As proposed, visual impacts to the Burnt River ERMA area are considered less than significant.

The Project will not result in a direct or indirect loss of recreation opportunity to the ERMA. Temporary traffic impacts may occur during construction, but will be temporary and less than significant. Visual resource impacts will be medium intensity, but not be visible from the area of the resource where the majority of recreation activities will take place. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the ERMA.

3.4.4.11 Snake River Breaks ERMA

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: The Proposed Route will be located approximately 0.2 mile from the Snake River Breaks ERMA at its closest point at the southern end of the resource (at Brownlee Reservoir). The Project will parallel an existing 138-kV transmission line in this area. Access roads and work areas associated with the Proposed Route will be located on the west side of I-84, and will therefore not impact recreation opportunities within the ERMA.

Towers associated with the Proposed Route will only be visible from the higher elevations of the ERMA and will not be visible from the surface of the reservoir or along the shore. Visible towers could be partially skylined and introduce up to moderate contrast from distances greater than 2 miles. Visual impacts will not preclude the ability of the resource to provide recreational value for which it is recognized (BLM 1989). There will be no visual impacts to the Oxbow and Hells Canyon reservoirs. Visual impacts to Snake River Breaks ERMA will be less than significant.

The Project will not result in a direct or indirect loss of recreation opportunity to the ERMA. Visual resource impacts will be up to medium intensity, but not be visible from the area of the resource where the majority of recreation activities will take place. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the ERMA.

3.4.4.12 Farewell Bend SRA

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: The Proposed Route is located about 0.7 mile southwest of the public use areas at Farewell Bend SRA, which extend to the east from U.S. Highway 30. Project facilities associated with the Proposed Route are 0.8 mile from the public recreation facilities in the Farewell Bend SRA and will not result in a direct loss of recreational opportunities provided by the SRA. Project construction activity may cause temporary intermittent traffic and access delays for visitors traveling to Farewell Bend SRA.

Bare-earth viewshed analysis indicates that facilities on the Proposed Route could potentially be visible from anywhere within the Farewell Bend SRA. However, the scale of the structures will appear smaller between MP 197.9 and MP 199.1, as H-frame structures in this segment will range in height from 65 to 100 feet. I-84 and a band of mature trees at the western boundary of the SRA will be situated between the SRA and the Proposed Route where they are in closest proximity to one another. These features will be co-dominant in the landscape with the transmission line. Views of the Proposed Route from day-use areas and camp sites will be visible to the south/southeast at distances of approximately 1 to 1.7 miles. From these viewing areas, the Brownlee Reservoir and development along its southern shore and I-84 will appear co-dominant with the Project, which will introduce a moderate level of contrast due to the relatively close distance of the backdropped transmission line. Views of the Project will be equally head-on or peripheral, depending on where the viewer is located within the SRA, and will generally be experienced from a neutral vantage point. The Proposed Route will introduce moderate contrast to the day-use areas and camp sites along the boundaries of the SRA and to individuals participating in water-based recreation on the Brownlee Reservoir. In the interior portion of the SRA, the Project will introduce weak visual contrast due to screening from vegetation and buildings, as well as the level of activity within the SRA that will also attract visual attention. Visual impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project. These long-term visual impacts will be of medium intensity resulting from medium magnitude, medium resource change, and medium viewer perception. Views of the Brownlee Reservoir from the SRA, the primary scenic attribute, will not be affected and visual impacts will be less than significant.

The Project will not result in a direct loss of recreation opportunity to the SRA. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Although the Project will introduce moderate contrast to the landscape, it will not preclude park visitors from enjoying the day-use and overnight facilities offered at the SRA. The Brownlee Reservoir, which is the primary scenic attribute of the SRA, will persist and views from the SRA to the east will be unaffected. Therefore, the Project will have no long-term adverse impact on the opportunity for visitors to use Farewell Bend SRA. Therefore, impacts to the overall recreational experience for park users will be less than significant.

3.4.4.13 Weiser Dunes OHV Play Area

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles

from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: The Proposed Route is located about 0.5 mile west of the OHV play area at its closest point and will have no direct impact on use of the play area. As the OHV play area is on the opposite side of I-84 and the Snake River, Project construction activity is not expected to cause delays for visitors accessing the play area. Therefore, there will be no direct or indirect loss of recreation opportunity.

Bare-earth viewshed analysis indicates that facilities on the Proposed Route could potentially be visible from anywhere within the play area. As viewed from the OHV play area, the Proposed Route will be backdropped by desert hills such that the transmission line will introduce moderate contrast from the play area and appear co-dominant with other landscape features including I-84 and the Snake River in front of, and the desert hills behind, the Proposed Route. Views of the Project will be experienced from a neutral vantage point by individuals in motion while riding OHVs, as well as by stationary individuals while picnicking or camping. Viewer perception will be equally head-on and peripheral and equally continuous and intermittent, depending on activity and the location of the viewer within the play area. The Proposed Route will lower the quality of the play area's adjacent scenery. However, adjacent scenery has a limited effect on the quality of the play area's landscape, and the overall scenic quality and landscape character of the play area will not change. Visual impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project. These long-term visual impacts will be of medium intensity resulting from medium magnitude, medium resource change, and medium viewer perception. Scenic resources are not considered to be an important attribute to the Weiser Dunes OHV play area; and therefore visual impacts to the Weiser Dunes OHV play area will be less than significant.

There will be no direct or indirect loss of recreation opportunity or traffic impacts to the OHV play area. The purpose of the play area is to provide novice and intermediate terrain for OHV use. This recreation opportunity is not reliant on scenery or views experienced from the area. Therefore, medium intensity visual impacts will have a less than significant impact on the overall visitor experience.

3.4.4.14 Oregon Trail Birch Creek SRMA

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: The transmission line associated with the Proposed Route will be located 0.2 mile northeast of the Birch Creek Parcel. The Proposed Route includes the rebuild of 1.1 miles of the existing Quarts to Weiser 138-kV transmission line and the siting of the Project transmission line within the existing ROW. Between MP 197.6 and MP 198.8, the Proposed Route will be located in the existing IPC 138-kV transmission line ROW.

During construction, access to the site will be maintained, but visitors may experience delays while traveling along Lockett Road to access the interpretive site. These impacts will be temporary and less than significant.

In siting the Project at this location, IPC employed measures to reduce visibility from the ACEC parcel. To accomplish this goal, IPC sited the Project line as far north as feasible, without encroaching on active agricultural areas. Towers located between MP 198 and MP 199 will use shorter stature H-frame structures ranging in height from 65 to 100 feet. This structure type, combined with constructing towers at lower elevations than the ACEC, will maximize the proportion of the Project screened from view by existing topography.

The structures will appear sequential as they traverse the landscape in a northwest-southeast direction. Views of the towers will primarily be head-on and experienced by both stationary and transient viewers. The structures will result in weak visual contrast and appear subordinate to the landscape. Though visible, the transmission towers associated with the Proposed Route will not substantially lower the quality of the adjacent scenery outside the Birch Creek Parcel. The landscape character will remain historic due to the prominence of natural features in the viewshed. The Project, as mitigated, will also preserve the scenic value of views to the north toward Farewell Bend and the Snake River.

There will be no direct or indirect loss of recreation opportunity or traffic impacts to the SRMA. The historic integrity of the SRMA will be maintained. Visual impacts will have a less than significant impact on the overall visitor experience. Therefore, impacts to the overall recreational experience for park users will be less than significant.

3.4.4.15 Snake River Islands (Huffman Island) Wildlife Area

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: Huffman Island is the only island of the Snake River Islands WA complex located within the analysis area. The Proposed Route is located approximately 0.9 mile west and south of Huffman Island, in higher elevation areas long the hillside. I-84 will be located in the foreground, between Huffman Island and the Proposed Project. Existing roads located between the wildlife area and the Project would be used; however, these roads would not require substantial improvements. No loss in recreation opportunity will result due to access constraints.

The transmission towers associated with the Proposed Route will result in moderate visual contrast when viewed from the wildlife area. Although the base of many towers will be shielded by topography, the structures will still appear skylined. The geometric form and smooth texture will contrast against the fine to medium rolling, rounded hills to the south. Views of the transmission towers will be variable due to topography and will appear subordinate to I-84 and associated traffic visible in the foreground.

The Proposed Route will have medium magnitude impacts and reduce the adjacent scenery of Huffman Island; however, the other two islands within the wildlife area will not be affected. Consequently, the overall landscape character of the Snake River Islands wildlife area will remain naturally appearing, and resource change will be low. Views of the Proposed Route will

be primarily peripheral, intermittent, and episodic such that viewer perception is low. Therefore, impact intensity will be low and visual impacts will be less than significant.

There will be no direct or indirect loss of recreation opportunity or traffic impacts to the Snake River Island WA. Visual impacts will have a less than significant impact on the overall visitor experience of the wildlife area as a whole. Therefore, impacts to the overall recreational experience will be less than significant.

3.4.4.16 Oregon Trail Tub Mountain SRMA

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located more than 10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: The Proposed Route will be within 0.5 mile of the Oregon Trail Tub Mountain SRMA at its closest point and will not have a long-term direct loss of recreation opportunity provided by the SRMA. Project construction activity will occur to the east and south, requiring visitors to cross the construction area when accessing the SRMA, likely causing intermittent access and traffic delays.

The Proposed Route runs along the eastern and southern boundary of the SRMA at a distance of 0.5 mile at its closest point. The Proposed Route is approximately 1.5 mile east of the Alkali Springs interpretive site. The transmission towers and conductors will be partially screened from view by rolling terrain in the foreground. New and improved access roads will be constructed along the Proposed Route. The transmission towers associated with the Proposed Route will be the primary source of visual contrast experienced from the SRMA, primarily due to their size, form, and texture. The large, geometrical form and smooth texture will contrast against the fine to medium, rolling, rounded hills. The light, reflective color will also contrast against the light to medium brown vegetation and outcrops.

Views of the transmission towers from Alkali Springs (KOP 8-1) will be partially blocked by vegetation such that the Project will appear co-dominant with the landscape and produce moderate visual contrast. While traveling along Old Oregon Trail Road or the Oregon Trail route, the Proposed Route will be generally located to the east and most towers will either not be visible or only the top portions will be visible. Some towers will be skylined and some backdropped, depending on location within the SRMA, introducing moderate to strong contrast where visible. Views of the Project will primarily be experienced from a neutral vantage point and will be peripheral and intermittent due to topographic screening for viewers traveling along the along Old Oregon Trail Road or the Oregon Trail route.

As a result of the proposed 500-kV towers, the landscape character in the western portion of the SRMA will change from natural appearing to a cultural landscape. The scenic quality of the landscape will not change. Long-term visual impacts will be of high intensity resulting from medium magnitude, high resource change, and low viewer perception. No Project development will occur within the boundary of the SRMA; therefore, the Project will conform to VRM Class II management objectives, and visual impacts will be less than significant.

The Project will not result in a direct loss of recreation opportunity to the SRMA. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. As mentioned, views of the Project will be experienced from a neutral vantage point

and will primarily be peripheral and intermittent to viewers traveling along the along Old Oregon Trail Road or the Oregon Trail route due to topographic screening. Therefore, visual impacts to visitor experience will be low. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the SRMA.

3.4.4.17 Deer Flat NWR – Snake Island Unit

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located greater than 10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: One tower associated with the Proposed Route is approximately 0.4 mile from one island within the Snake Island Unit of the Deer Flat NWR, representing the Proposed Route's closest point to the NWR. This is the only island, of all the 101 islands that make up the Snake Island Unit of the Deer Flat NWR, within 1 mile of the Proposed Route. There are additional islands within 3 miles. The Deer Flat NWR will experience no direct loss of recreation opportunity as a result of the Project. Construction activity in the vicinity could result in indirect effects through intermittent delay of traffic heading to and from the boat ramps that provide access to the Snake Island Unit, such as the Big Bend access site.

The Proposed Route will be located to the west of the nearest island, will be noticeable, and could appear co-dominant with the surrounding landscape, which includes I-84, situated between the Proposed Route and the NWR. Viewers will primarily be traveling to or from the island by boat or hunting, such that views will not be directed toward the Proposed Route for an extended period.

Visual impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project. These long-term visual impacts will of low intensity, resulting from medium magnitude, low resource change, and low viewer perception and less than significant.

The Project will not result in a direct loss of recreation opportunity to the NWR. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Indirect/disturbance impacts will be limited to visual impacts that will be low intensity and only to a small geographic area within the Snake Island Unit of the NWR (less than 5%) and potential minor traffic disruptions to boat ramps providing access to the unit. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the NWR.

3.4.4.18 Bully Creek Reservoir

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: At its closest point, the Proposed Route is approximately 0.7 mile west of the Bully Creek Reservoir; however, it is approximately 1.75 miles from the park campground. Bully Creek reservoir and associated day-use and overnight use areas will have no direct loss of recreation opportunity as a result of the Project. However, construction activity in the vicinity could result in minor traffic delays and congestion on Bully Creek Road, which surrounds the northern side of the reservoir.

Many of the towers to the west will be screened by topography, and only the upper portion of the towers to the northwest will be primarily visible. Since a few of these towers will be skylined, they could introduce moderate visual contrast and appear co-dominant with the reservoir in the foreground and surrounding hills in a few discrete locations; in most areas, they will appear subordinate. This will slightly lower the quality of the adjacent scenery; however, the overall scenic quality and landscape character will not change. Views of the Project will primarily be head-on and continuous, since viewers will be primarily stationary and towers will be located directly behind the reservoir.

Visual impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project. These long-term visual impacts will of medium intensity resulting from medium magnitude, medium resource change, and medium viewer perception. The reservoir will continue to be the dominant feature of the landscape, such that the effect to visitor experience resulting from visual impacts will be less than significant.

The Project will not result in a direct loss of recreation opportunity to the reservoir. Temporary traffic and access impacts may occur during construction, but will be temporary and less than significant. Indirect/disturbance impacts will be limited to visual resource effects that will be medium intensity and construction traffic congestion along Bully Creek Road, resulting in less than significant overall effect on visitor experience of the Bully Creek Reservoir.

3.4.4.19 Owyhee River Below the Dam SRMA

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located greater than 10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts from the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route: The Proposed Route is located to the north, aligned with the existing utility corridor administered by the BLM. Under this Project configuration, two structures would be visible from the Lower Owyhee Canyon Watchable WA interpretive site (KOP 8-52). These structures would be sited approximately 0.75-1.0 mile from the interpretive site.

The geometrical form and smooth texture of the tower, though visible, will introduce weak contrast against the surrounding steep to rolling hills and valley walls, brown to red color, and rough texture of the rock. Because of the steep canyon walls and enclosed landscape character at the interpretive site, towers will appear subordinate. Further, viewers at the Lower Owyhee Canyon Watchable WA interpretive site (KOP 8-52) will primarily be facing west, with the Proposed Route behind them.

Considering the ACEC and SRMA as a whole, viewers will primarily be within the background distance zone, and the steep topography and winding river valley will block most views of the Project from the middleground distance zone. The Snively Hot Springs recreation site is outside of the modeled viewshed and will not be impacted.

A construction multi-use area is situated along the Lake Owyhee Road approximately 0.5 mile northeast of the Proposed Route as it passes near the eastern edge of the SRMA. Features at these facilities will not be visible from KOP 8-52, and associated aerial activity will not represent a meaningful addition to the visual contrast of the transmission facilities at this location.

The Project will not result in a direct loss of recreation opportunity to the SRMA. Impacts to traffic and access to Lake Owyhee may occur during construction, but will be temporary and less than significant. Disturbance associated with Project visual changes will be limited due to the limited visibility of the Project throughout the SRMA. Visitors to the SRMA will briefly view the Project in transit as they enter or exit the SRMA. Based on the transitory nature of that view, viewer perception will be low and will not adversely impact recreational experience in the SRMA. Considering the various components of the visitor experience, the Project will have a less than significant overall effect on the visitor experience of the SRMA.

3.4.4.20 Blue Mountain Century Scenic Bikeway

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The Morgan Lake Alternative is located more than 10 miles east of the bikeway. Project components associated with this alternative route will not be visible from the bikeway. Therefore, potential visual impacts from the Morgan Lake Alternative are not discussed further in this Exhibit.

Proposed Route: The Proposed Route will cross the bikeway twice at approximately project MP 48.0 and MP 55 (see Attachment T-4, Figure T-4-20). Transmission towers and conductors will be visible on approach to the crossing, and a riders pass under the crossing. The bikeway will pass two multi-use sites and one communication site.

The Project will have low magnitude impacts where the Proposed Route crosses the bikeway. The landscape will remain primarily natural appearing, scenic attractiveness will remain Class B (Typical), and scenic integrity will remain high such that resource change will be low. Viewer exposure will be brief and experienced both head-on and peripherally for all parcels. Viewing angle will typically be severe such that viewer perception will be low. Therefore, impact intensity will be low. Impacts will be less than significant.

3.4.4.21 Grand Tour Scenic Bikeway

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The Morgan Lake Alternative is located within 5 miles of portions of the bikeway. Therefore, potential visual impacts from the Morgan Lake Alternative (facility and ROW) are considered.

Proposed Route: The Proposed Route will cross the bikeway at approximately project MP 126, near the city of North Powder (see Attachment T-4, Figure T-4-21). Transmission towers and conductors will be visible on approach to the crossing, and a riders pass under the crossing. The bikeway will pass one communication site at this location. The bikeway will parallel the Proposed Route at approximately project MP 126, near Ladd Marsh WA and I-84. Because I-84

is situated between the Proposed Route and the bikeway, it is expected to remain the dominant deviation in this locality.

The Morgan Lake Alternative is located southwest of the Proposed Route at this location, and therefore impacts are expected to be less than what is described below for the Proposed Route.

The Project will have low magnitude impacts where the Proposed Route crosses the bikeway. The landscape will remain primarily cultural, scenic attractiveness will remain Class B (Typical), and scenic integrity will remain high such that resource change will be low. Viewer exposure will be brief and experienced both head-on and peripherally for all parcels. Therefore, impact intensity will be low. The impacts are considered to be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Impacts will be less than significant.

3.5 Mitigation

OAR 345-021-0010(1)(t)(C): A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate the significant adverse impacts identified in (b).

As discussed above, IPC concludes that, in the absence of mitigation, the Project, without mitigation, may cause significant adverse visual impacts to two important scenic resources within the analysis area: the Oregon Trail ACEC – NHOTIC Parcel and the Birch Creek ACEC. Based on this conclusion, IPC developed site-specific measures to avoid, reduce, or otherwise mitigate these potentially significant impacts so that the Project can ultimately be constructed, operated, and maintained without a significant adverse impact.

3.5.1 Visual Impacts

3.5.1.1 Summary of Siting Study

IPC conducted an extensive siting study and supplemental siting studies to balance multiple constraints and opportunities in determining the location of the Proposed Route. Avoidance and minimization of potential visual impacts were primary objectives in the Project siting work. Exhibit B and Attachments describe the siting studies completed for the Project. Sensitive viewers and viewing locations addressed in the siting study included scenic byways, intact segments of the Oregon National Historic Trail, ACECs, community parks, and local communities. Sensitive resources included WSRs, Oregon State Scenic Waterways, wilderness lands, BLM VRM Class I and II lands, and USFS Visual Quality Objective Preservation and Retention areas. Existing utility and transportation corridors were identified as potential opportunities for Project siting, as consolidation of Project features minimizes proliferation of potential visual impacts across the landscape; these factors were included in the analysis of alternate routes and the selection of a Proposed Route.

As a result of the extensive work done in the Siting Study, options for further changes to the locations for the Proposed Route, Morgan Lake Alternative, or Double Mountain Alternative are limited. Nevertheless, where micrositing changes (minor shifts in alignment or relocation of individual structures) or alternative structure types could be employed to reduce visual impact, these measures were considered.

3.5.1.2 Project Design

The use of certain design measures may reduce the potential visibility and visual impacts of transmission lines. Those measures typically include the type of structures used to support the transmission line; the types of materials used for the structures, conductors, and other hardware; and the color and texture of the surface finishes on these facilities. Similar measures

are sometimes considered for station equipment, access roads, and other support facilities. The effectiveness of such measures depends on the environmental setting, particularly existing landscape features and their associated color and texture, backdropping, and relative scale of other landscape features. The following general Project design features aimed at reducing visual impacts were applied to the Project:

Transmission Structure Design: Exhibit B describes characteristics of the Project facilities, including the proposed transmission structures, conductors, stations, access roads, and other supporting facilities. IPC has followed standard utility practice in proposing to use lattice towers constructed of galvanized steel to support the 500-kV line. IPC has incorporated measures to reduce potential visual contrast of transmission facilities by using deglared galvanized steel, a finish treatment that provides a duller appearance than is typically associated with galvanized steel. The deglared steel is darker, less reflective, and better able to recede into the landscape when seen against a terrain backdrop. In addition, the conductors will have a non-specular finish that will reduce reflectivity and the potential for glare.

Vegetation Management: Landscape treatment measures that are considered to reduce the visual impacts of transmission lines typically use vegetation to screen facilities from view or soften their appearance.

IPC's Vegetation Management Plan (Exhibit P1, Attachment P-4) describes vegetation management measures aimed at reducing visual impacts from the Project. These measures comply with applicable regulatory requirements (e.g., the North American Electrical Reliability Corporation, the Western Electricity Coordinating Council, and the U.S. Department of Labor, Occupational Safety and Health Administration requirements). IPC will implement best management practices designed to limit the area of vegetation clearing and ground disturbance to that required to safely and efficiently install the Project facilities. In addition to such practices, IPC will employ specific measures to reduce visual impacts of the ROW in forested areas by "tapering" vegetation along the edge of the ROW. "Tapering" entails trimming vegetation to produce a more gradual change in vegetation height along ROW edges, thereby softening the transition from cleared ROW to standing forest. IPC will accomplish this by maintaining vegetation within the ROW at a maximum height of 20 feet in the 76-foot wire zone (the area under the conductors and extending 10 feet outside the outermost conductors), and a maximum height of 34 feet in the adjacent border zone area (approximately 87 feet on either side of the wire zone). This measure will result in a U-shaped vegetation profile within the ROW, rather than a distinct wall of vegetation at the edge of the ROW. To maintain the minimum required safety clearances, tree removal in hilly, forested areas will be limited in areas where mature trees will come within 50 feet of the conductors. Forested portions of the ROW located under high spans across canyons or ravines will be left intact, thereby reducing visual contrast of ROW clearing.

Though vegetation screening along roads or around tower bases is not proposed, this measure could be considered on a case-by-case basis where it will be practical and effective in reducing the visibility of Project facilities.

3.5.1.3 Best Management Practices

Additional best management practices aimed at reducing visual impacts include:

- Removal of stakes and flagging from the construction area following construction; and
- Watering of access roads and other areas of ground disturbance during construction, as needed, to remain compact and to avoid the creation of dust plumes.

3.5.1.4 Design Option Considered but Dismissed

Scoping and agency consultation on the Project included a suggestion to mitigate potential visual impacts though underground installation of the proposed transmission line, either as a standard approach or in select locations. Underground installation presents substantial challenges to Project design, construction, and maintenance discussed in detail in the Plan of Development, Exhibit BB, and Attachment BB-3. Such systems also create reliability issues, as outage durations are typically longer and create needs for reactive power compensation. On a per-mile basis, underground installation is approximately 12 to 17 times more expensive than is overhead installation. Based on these limitations, IPC does not consider underground installation to be a viable option for the Project.

3.5.1.5 Site-Specific Mitigation

Over the course of Project development, several variations in the indicative layout of Project features have been analyzed for visual impacts. Depending on the specific route being analyzed, potentially significant impacts have been identified. Locations where potentially significant visual impacts were identified include the Oregon Trail ACEC – NHOTIC Parcel and VRM II area, the Owyhee River Below the Dam ACEC/SRMA and VRM II areas, and the Birch Creek ACEC and VRM II area. Specific measures to reduce visual impacts at these locations included: (1) Applying a different finish to the structure, (2) consideration of alternative structure types or tower heights in select locations; and (3) implementing micrositing adjustments.

Oregon Trail ACEC – NHOTIC Parcel

History of Siting and Mitigation Considerations

In evaluating various alternatives for project siting, IPC concluded that potentially significant visual impacts from facility structures located directly west of the NHOTIC (corresponding to the Flagstaff Alternative) could result. To address potential impacts, IPC analyzed 3 design options aimed at reducing adverse impact to less than significant: (1) applying a natina finish to the lattice structure; (2) using an H-frame structure with galvanized finish; or, (3) using an H-frame structure with a natina finish. These mitigation strategies were considered for six transmission tower structures located directly west and within 1,200 feet of the NHOTIC boundary. Because of the terrain backdrop, IPC selected the H-frame structure with the weathered steel surface treatment, as it was expected to reduce the visual contrast below that of the standard galvanized structures. The H-frame structure type was selected because these structure types can be designed with a lower overall height than either lattice towers or monopoles and can appear similar in character to the wood H-frame structures often used for transmission lines of 115-kV to 230-kV. H-frames also may appear to have a narrower profile, depending on the relationship of the viewer to the structure. The heights of the towers shown in the simulations prepared from KOP 25c were 145 feet for H-frame structures (as opposed to 195 feet for lattice structures). Considering this mitigation, preliminary conclusions regarding visual impacts to the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area assumed medium intensity impacts, resulting from both medium resource change and viewer perception. Medium intensity impacts were determined not to preclude the resource from providing the visual qualities that currently exist within the ACEC, or as influenced from the surrounding landscape. IPC concluded visual impacts, considering this mitigation and design, would be less than significant.

In preparation of final indicative layout for the Proposed Route, IPC explored additional Project mitigation and siting options near the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area to address concerns expressed by Baker County regarding construction and operation of the Project in active agricultural areas and visual impacts experienced from

residential areas located to the south of the NHOTIC. The mitigation and siting options considered included the following: (1) combining the existing 230-kV line and the proposed Project's 500-kV line on a double circuit; and (2) considering the Flagstaff Gulch Alternative, re-routing the Project to the north of the Flagstaff Alternative and along the southern border of the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area. Below, IPC discusses the double-circuit option and the Flagstaff Gulch Alternative.

Double-Circuit Option

At the request of BLM and local government officials, IPC considered potentially locating the 500-kV conductors on the same structures as the existing 230-kV line below the NHOTIC. This mitigation was considered for structures located directly west and within 1,200 feet of the NHOTIC boundary. The tower height used for the double-circuit option measured approximately 178 feet. Though the double-circuit structure reduced the overall footprint of the existing and proposed transmission structures, it did not measurably reduce overall visual impacts experienced from the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area, as the greater height of the structures would increase visibility of the structures from areas within the resource. Moreover, IPC analyzed the simultaneous loss of the Project and the 230-kV line and estimates the consideration of a simultaneous loss of both transmission circuits would result in a 175 MW reduction in the Project's capacity rating. This reduction undermines the Project objective of adding approximately 1,000 MW of capacity to the Idaho-Northwest transmission path. For these reasons, the double-circuit option was not carried forward to the final indicative layout.

Proposed Route/Flagstaff Gulch Alternative

The Proposed Route (also referred to as the Flagstaff Gulch Alternative) relocated the Project to the north, moving the Project outside of active agricultural areas to the south of the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area, thereby locating structures at the toe slope of the adjacent hillside. Though visual impacts were reduced for viewers from the south, the resulting alignment placed Project features approximately 0.1 mile closer to the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area.

The original siting and design for the Flagstaff Gulch Alternative incorporated lattice structures. Preliminary review of lattice structures indicated potentially significant visual impacts to the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area could result from the large scale of the structures and the visual clutter of the lattice structure when viewed at close proximity. In response, IPC considered mitigation options that would reduce impacts to less than significant to incorporate into the Project's indicative design.

IPC engaged the BLM on June 24, 2016, to discuss general mitigation goals and options that could achieve those goals. Given the proximity of Project structures to the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area (including the Panorama Point viewpoint), IPCs primary goal was to reduce visual clutter created by the lattice structure. Typically, when transmission towers are placed within a half mile or less from observer locations, the monopoles will occupy a smaller field of view than lattice thereby reducing overall contrast and scale dominance (BLM 2013). H-frame structures can achieve the same goal provided they are oriented parallel to the viewer such that the entirety of the structure does not occupy the field of view.

IPC considered the use of both mono-poles and H-frame structures for the Flagstaff Gulch Alternative. Mono-poles, though believed to have cleaner lines when viewed at close proximity, generally require a greater number of towers located closer together than H-frames or lattice towers. In this instance for the Flagstaff Gulch Alternative, mono-poles were dismissed due to

the relatively tall height and broad diameter that would be required to support a 500-kV line. The large stature of these structures could result in greater overall contrast by increasing skylining. Additionally, it was concluded that monopoles could appear less harmonious with the more rural landscapes of the analysis area.

As noted, IPC also considered using the H-frame structure type to minimize visual clutter in the immediate foreground. Because the Flagstaff Gulch Alternative necessitated four dead end (DE) structures, IPC proposed to use all H-frame "family" tower structures, incorporating two-legged tangents and 3-legged dead-end structures. The H-frame "family" mitigation was applied to towers 145/5,146/1(DE), 146/2, 146/3 (DE), 146/4 (DE), 146/5, 147/1, 147/2(DE), and 147/3. This approach allowed for the use of shorter-stature structures ranging in height from 100 feet to 129 feet for towers located directly to the west of the NHOTIC. The proposed finish is weathered steel. As demonstrated by the analysis, IPC concluded visual impacts to the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area from the Proposed Route (Flagstaff Gulch Alternative), as mitigated, will be less than significant.

To ensure no adverse visual impacts will occur to the Oregon Trail ACEC – NHOTIC Parcel, NHOTIC recreation site, and VRM II area, IPC proposes that the Council include the following condition in the site certificate incorporate the mitigation measures discussed herein:

> ***Scenic Resources Condition 2:*** *During construction, to avoid significant adverse impacts to the scenic resources at the National Historic Oregon Trail Interpretative Center, the site certificate holder shall construct the Project using tower structures that meeting the following criteria between approximately Milepost 145.1 and Milepost 146.6:*
> *a. H-frames;*
> *b. Tower height no greater than 130 feet; and*
> *c. Weathered steel.*
>
> *Additionally, the site certificate holder shall construct the Project using tower structures that meeting the following criteria between approximately Milepost 146.6 and Milepost 146.7:*
> *a. H-frames;*
> *b. Tower height no greater than 154 feet; and*
> *c. Weathered steel.*

Birch Creek ACEC

Preliminary impact assessments concluded the Project would result in less than significant visual impacts because the Proposed Route was sited outside of the VRM VII area. Feedback from the Oregon Department of Energy (ODOE) stated,

> *the department disagrees with IPC's determination of less than significant impact based solely on the proposed B2H facility being sited outside of the Birch Creek ACEC VRM Class II objective area. The department does not have adequate information to otherwise make a recommendation to Council regarding the significance of any impact to the scenic resources and values identified in the BLM's management plan for the Birch Creek ACEC. The department requests that IPC consider potential mitigation measures such as alternative structure finishes (e.g., natina finish), and alternative structure types (e.g., H-frame), and then prepare visual simulations and re-conduct the impact assessment to scenic resources at Birch Creek ACEC to include such mitigation measures.*

In response, IPC explored the potential for H-frame structures with varying finishes to reduce visual impacts to less than significant, while addressing ODOE's concern that,

> *the identified scenic resource value of Birch Creek ACEC goes beyond the boundaries of the ACEC itself, and incorporates the "landscape integrity" of the area, including the hills and views north of Farwell Bend and the Snake River.*

IPC concluded that the H-frame structures would not be sufficient to mitigate impacts, and that visual impacts to views to the north of the ACEC would remain. To address this concern, IPC explored alternative routes south of the ACEC and further to the north, where siting of the Project at lower elevations would allow topographic features to screen views of the Project.

The Southern Route headed south just west of MP 195, at structure 196/1. The route was located on the west and south sides of a ridgeline; as a result, the structures were screened from view by this topographical feature. The Southern Route rejoined the Proposed Route south of MP 201.6. This siting scenario was successful in eliminating visual impacts to the Birch Creek ACEC, particularly by eliminating views of the structures to the north. However, the Southern Route presented an additional siting constraint in that it crossed lands identified as Sage Grouse Core Area (Category 1) and Core Area Exclusion.

To address this constraint, alternative routes located to the north of the Birch Creek ACEC were examined. The Northern Route proposal sought to eliminate views of transmission structures entirely by siting the Project in lower elevations to the north. This route headed northeast from the Proposed Route at MP 197.3. After approximately 0.4 mile, the route veered southeast to parallel the Proposed Route. The Northern Route reconnected with the Proposed Route at approximately MP 199.6. This route was successful in screening Project features from view of the ACEC; however, it presented additional operational challenges in that it was sited within active agricultural areas and in close proximity to existing residents.

To address these constraints, IPC developed the Birch Creek North Route. The Birch Creek North Route, now incorporated into the Proposed Route analyzed in this document, includes the rebuild of 1.1 miles of the existing Quarts to Weiser 138-kV transmission line and the siting of the Project transmission line within the existing ROW. Between MP 197.6 and MP 198.8, the Proposed Route will be located in the existing IPC 138-kV transmission line ROW. The 138-kV transmission line will be rebuilt to the southwest of the Proposed Route in a new ROW. H-frame structures ranging in height from 65 to 100 feet will be used between MP 198 and MP 199. This structure type, combined with constructing towers at lower elevations than the ACEC, will maximize the proportion of the Project screened from view by existing topography. Though visible, the transmission towers associated with the Proposed Route will not substantially lower the quality of the adjacent scenery outside the Birch Creek Parcel. As demonstrated by the analysis, IPC concludes that visual impacts to the Oregon Trail ACEC – Birch Creek Parcel from the Proposed Route (Birch Creek North Route), as mitigated, will be less than significant. To ensure no adverse visual impacts will occur to the Oregon Trail ACEC – Birch Creek Parcel, IPC proposes that the Council include the following condition in the site certificate to incorporate the mitigation measures discussed herein:

> ***Scenic Resources Condition 3:*** *During construction, to avoid significant adverse impacts to the scenic resources at the Birch Creek Area of Critical Environmental Concern, the site certificate holder shall construct the Project using tower structures that meeting the following criteria between approximately Milepost 199.1 and Milepost 197.9:*
> *a. H-frames; and*
> *b. Tower height no greater than 100 feet.*

3.5.1.6 Other Considerations – Owyhee River Crossing

In evaluating various alternatives for Project siting, IPC concluded that potentially significant visual impacts from facility structures in the vicinity of the Lower Owyhee River could result. To address potential impacts, IPC analyzed two mitigation options aimed at reducing adverse impacts to less than significant: (1) relocating the 175-foot tower to an alternate location (Option 1); and (2) reducing the height of the structure and moving it to an alternate location (Option 2). In preparing the final indicative design, IPC moved the Proposed Route to the north to align with the existing utility corridor administered by the BLM (see Exhibit R, Attachment R-3, Figure R-3-18).

The Proposed Route analyzed in this document includes a new location for crossing the Owyhee River. This Route was developed by the BLM to avoid crossing the Lower Owyhee River WSR Study Area. The new route also moved this portion of the Project into the BLM Vale District Utility Corridor. Under this Project configuration, two structures will be visible from the Lower Owyhee Canyon Watchable WA interpretive site (KOP 8-52). These structures will be sited approximately 0.75-1.0 miles from the interpretive site and will appear subordinate to the surrounding landscape. The tower considered in Option 1 would not exist under the New Owyhee River Crossing Route, nor would any towers be sited (or visible) where this tower is placed. This revised siting is sufficient to reduce impacts to the Owyhee River Below the Dam ACEC/SRMA to less than significant.

3.5.2 Traffic

IPC will implement measures to minimize impacts to recreation resources that could result from construction traffic. These measures may include coordinating construction timing with management agencies, posting construction times in areas in public areas or recreation site websites, and avoiding construction and road closures near recreation sites during their most heavily used times of year. Construction is expected to occur primarily during summer months, when there is also an increase in tourism and the use of recreation resources. Careful coordination with agencies will be conducted to account for these peaks in usage. Traffic mitigations are detailed in Exhibit U, Attachment U-2.

3.6 Maps

OAR 345-021-0010(1)(t)(D): A map of the analysis area showing the locations of important recreational opportunities identified in (A).

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

3.7 Monitoring

OAR 345-021-0010(1)(t)(E): The applicant's proposed monitoring program, if any, for impacts to important recreational opportunities.

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

4.0 IDAHO POWER'S PROPOSED SITE CERTIFICATE CONDITIONS

IPC proposes the following site certificate conditions to ensure compliance with the Recreation Standard, among other Energy Facility Siting Council (EFSC or Council) standards:

Scenic Resources Condition 1: *During construction, the site certificate holder shall use dull-galvanized steel for lattice towers and non-specular conductors.*

Scenic Resources Condition 2: *During construction, to avoid significant adverse impacts to the scenic resources at the National Historic Oregon Trail Interpretative Center, the site certificate holder shall construct the Project using tower structures that meeting the following criteria between approximately Milepost 145.1 and Milepost 146.6:*
a. H-frames;
b. Tower height no greater than 130 feet; and
c. Weathered steel (or an equivalent coating).

Additionally, the site certificate holder shall construct the Project using tower structures that meeting the following criteria between approximately Milepost 146.6 and Milepost 146.7:
a. H-frames;
b. Tower height no greater than 154 feet; and
c. Weathered steel (or an equivalent coating).

Scenic Resources Condition 3: *During construction, to avoid significant adverse impacts to the scenic resources at the Birch Creek Area of Critical Environmental Concern, the site certificate holder shall construct the Project using tower structures that meeting the following criteria between approximately Milepost 199.1 and Milepost 197.9:*
a. H-frames; and
b. Tower height no greater than 100 feet.

5.0 CONCLUSIONS

Exhibit T includes the application information provided for in OAR 345-021-0010(1)(t). Additionally, Exhibit T shows the design, construction, and operations of the Project, taking into account mitigation, are not likely to result in a significant adverse impact to important recreational opportunities consistent with the Recreation Standard at OAR 345-022-0100.

6.0 COMPLIANCE CROSS-REFERENCES

Table T-2 identifies the location within the application for site certificate of the information responsive to the application submittal requirements in OAR 345-021-0010(1)(t), the Recreation Standard at OAR 345-022-0010, and the relevant Amended Project Order.

Table T-2. Compliance Requirements and Relevant Cross-References

Requirement	Location
OAR 345-021-0010(1)(t)	
Exhibit T. Information about the impacts the proposed facility will 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.	Exhibit T, Section 3.3 and Attachment T-2 and Attachment T-3
(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.	Exhibit T, Section 3.4 and Attachment T-4
(C) A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate the significant adverse impacts identified in (B).	Exhibit T, Section 3.4 and Section 3.5
(D) A map of the analysis area showing the locations of important recreational opportunities identified in (A).	Exhibit T, Attachment T-1
(E) The applicant's proposed monitoring program, if any, for impacts to important recreational opportunities.	Exhibit T, Section 3.7
OAR 345-022-0100	
(1) 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.	Exhibit T, Section 3.4, Attachment T-3, and Attachment T-4
(2) 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
Amended Project Order Provisions, Section III(t)	
The application shall analyze the importance of recreational opportunities in the analysis area using the factors listed in OAR 345-022-0100(1), and describe any significant potential adverse impacts to important recreational opportunities, and measures proposed to avoid, minimize or mitigate those impacts. The application shall include proposed efforts to avoid such impacts by route adjustments or project design, or describe why alternate alignments were not available. The application shall also address recreational resources cited in public comments.	Exhibit T, Section 3.3, Section 3.4, and Section 3.5

7.0 RESPONSE TO PUBLIC COMMENTS

Table T-3 identifies the location within the application for site certificate of the information responsive to public comments cited in the Amended Project Order.

Table T-3. Response to Public Comments

Public Comments	Location
Commenters expressed concern about the proposed facility's impacts to recreation areas along the entire route. Exhibit T shall 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, and consideration of visual impacts on recreational opportunities.	Exhibit T, Section 3.4, Section 3.5, and Attachment T-4

8.0 REFERENCES

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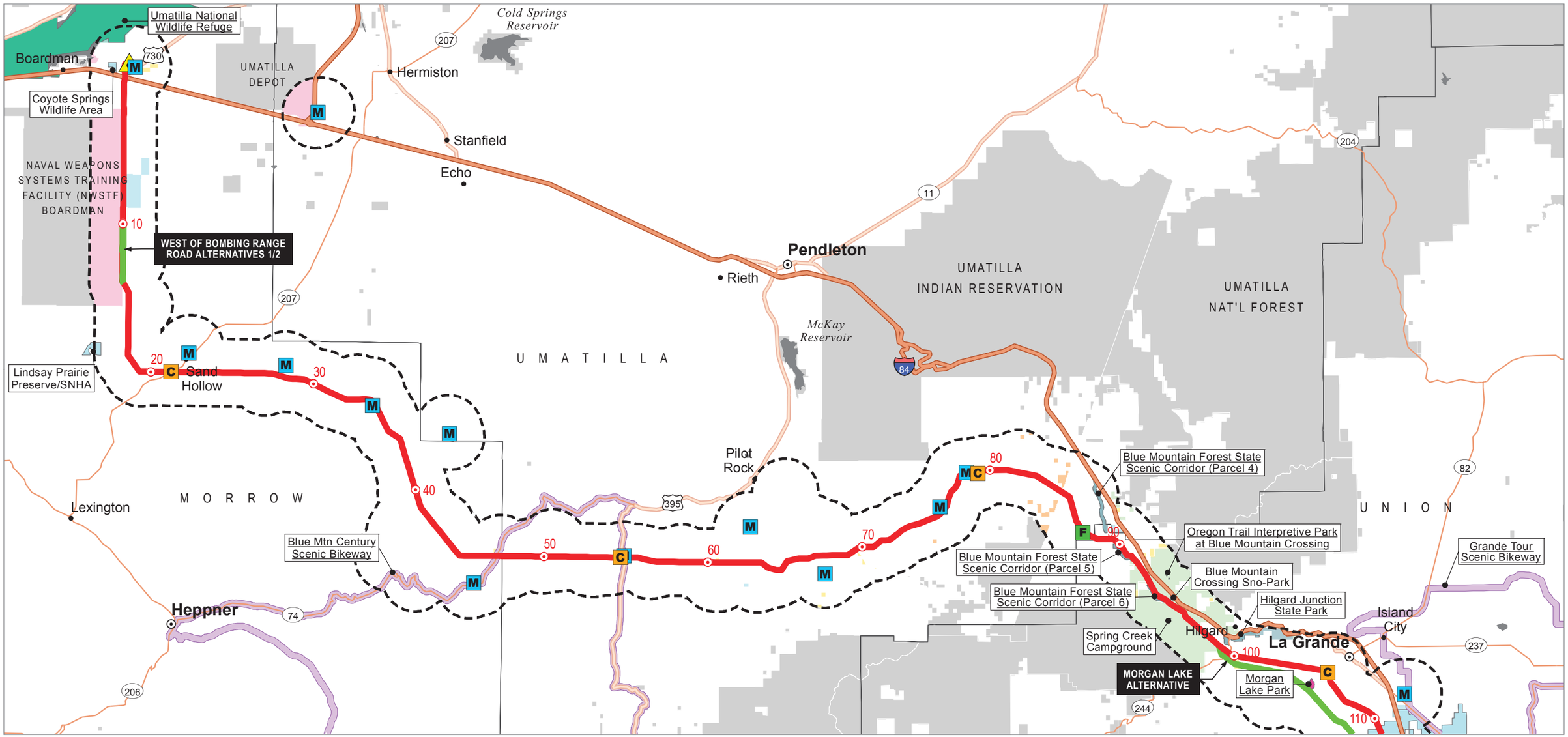
ATTACHMENT T-1
FIGURES



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Miles

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Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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June 2017

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Recreation Areas

- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S. Forest Service Recreation Site
- U.S.Fish and Wildlife Recreation Site

Important Recreation Area

- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features

- Proposed Route
- Alternative Route
- Ten-mile Marker
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area
- Station

Land Status

- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military Reservation or Corps of Engineers
- Other Federal
- Private
- State or Local
- State or Local Parks and Recreation, Wildlife or Forest
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- Other Federal or State Lands or Indian Reservation

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

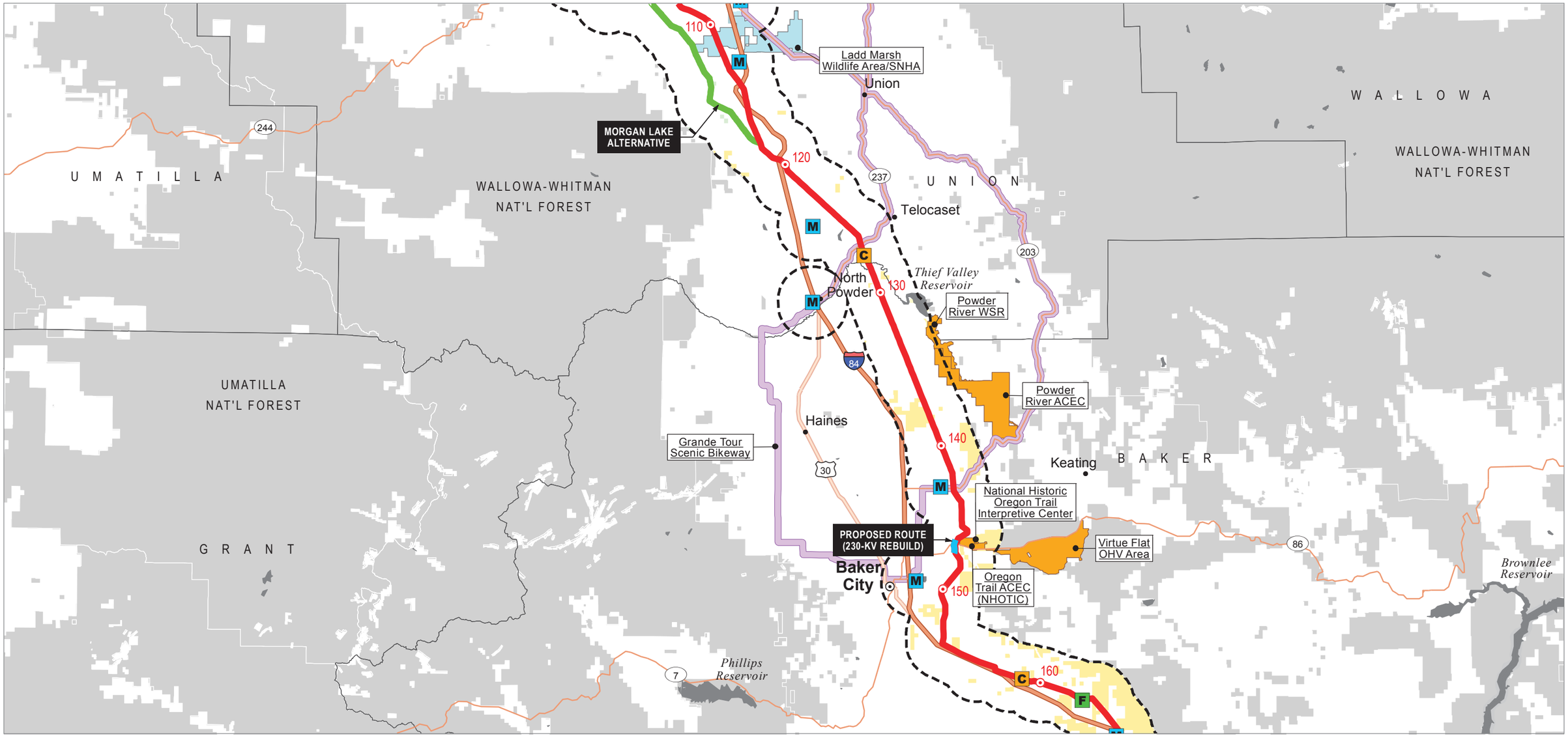
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-1
Inventoried Recreation Opportunities

Proposed and Alternative Routes

Map 1



Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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June 2017

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Recreation Areas

- BLM Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features

- Proposed Route
- Alternative Route
- Proposed Route (230-kV Rebuild)
- Ten-mile Marker
- Communication Station
- Light-Duty Fly Yard
- Multi-Use Area

Land Status

- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military Reservation or Corps of Engineers
- Other Federal
- Private
- State or Local
- State or Local Parks and Recreation, Wildlife or Forest
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- Other Federal or State Lands or Indian Reservation

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

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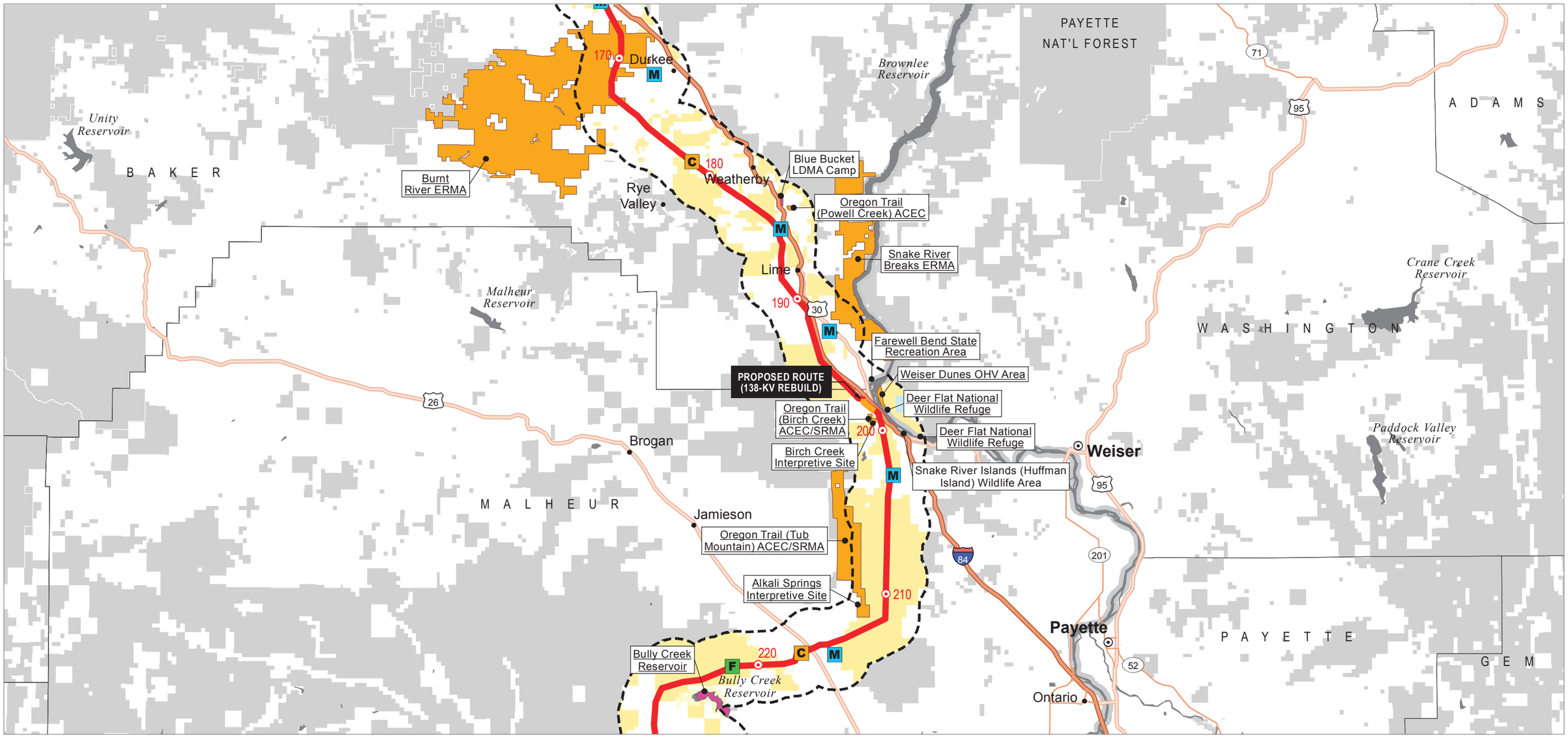
Boardman to Hemingway Transmission Line Project

Attachment T-1
Inventoried Recreation Opportunities

Proposed and Alternative Routes

Map 2



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Map Area

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Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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June 2017

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Recreation Areas

- BLM Recreation Site
- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area

Project Features

- Proposed Route
- Proposed Route (138-kV Rebuild)
- Ten-mile Marker
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status

- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military Reservation or Corps of Engineers
- Other Federal
- Private
- State or Local
- State or Local Parks and Recreation, Wildlife or Forest
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- Other Federal or State Lands or Indian Reservation

Other Features

Cities or Towns

- Other

Roads

- Interstates
- Highways
- Major Roads

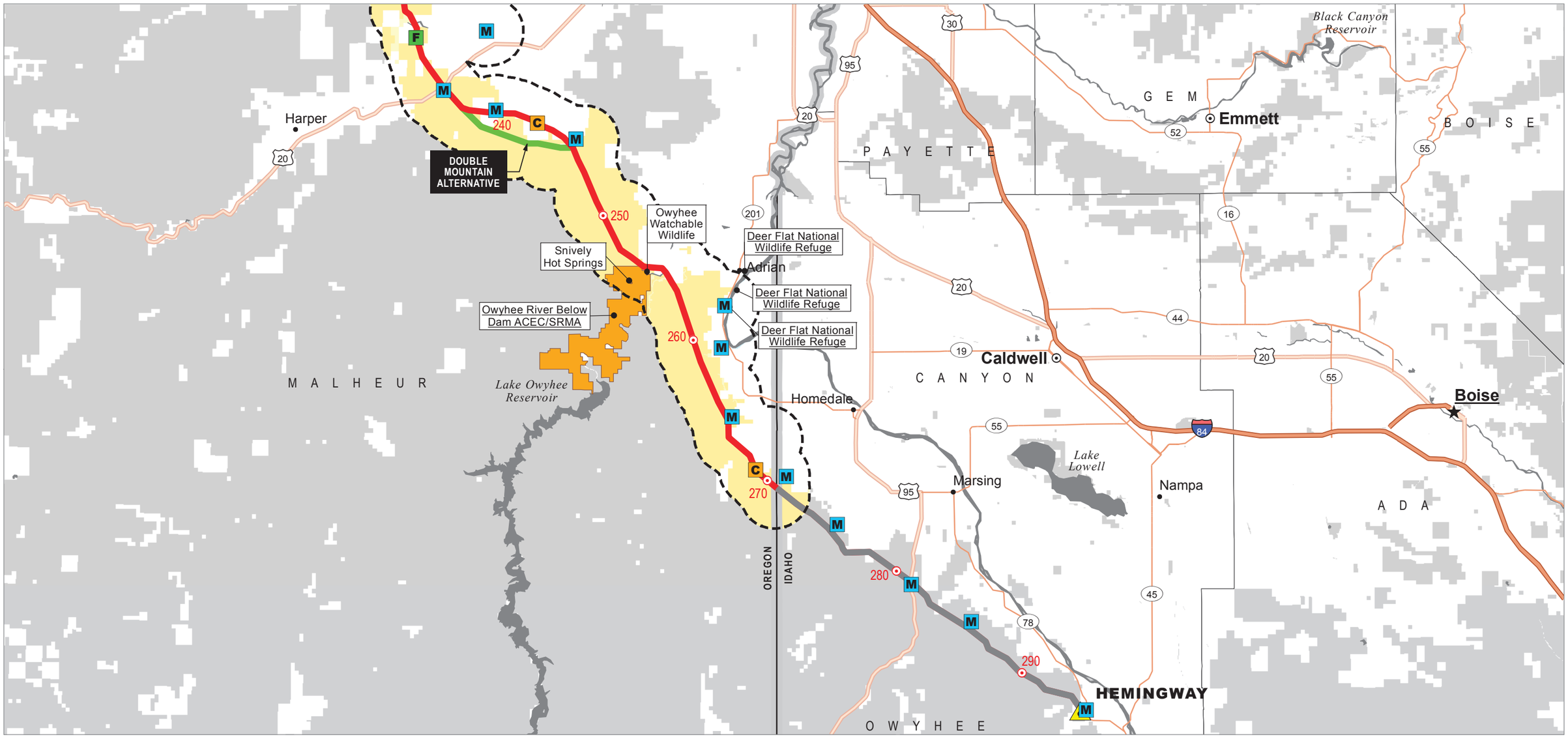
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-1
Inventoried Recreation Opportunities

Proposed and Alternative Routes

Map 3



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Miles

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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June 2017

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Recreation Areas

- BLM Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area

Project Features

- Proposed Route
- Alternative Route
- Proposed Route Not In Oregon
- Ten-mile Marker
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status

- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military Reservation or Corps of Engineers
- Other Federal
- Private
- State or Local
- State or Local Parks and Recreation, Wildlife or Forest
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- Other Federal or State Lands or Indian Reservation

Other Features

Cities or Towns

- Other

Roads

- Interstates
- Highways
- Major Roads

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-1
Inventoried Recreation Opportunities

Proposed and Alternative Routes

Map 4

ATTACHMENT T-2
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	Location of Recreation Opportunity Relative to Proposed Route Centerline	Closest Milepost by Corridor	Key Observation Point Reference	Important Recreation Opportunity	Attachment T-1 Map Sheet Reference
Umatilla National Wildlife Refuge	1.3 miles N	0.0	None	Yes	1
Columbia Basin – Coyote Springs Wildlife Area	0.5 miles W	0.6	None	No	1
Lindsay Prairie Preserve / State Natural Heritage Area	1.6 SW	18.1	2-16	No	1
Oregon Trail Interpretive Park at Blue Mountain Crossing	1.0 mile E	93.0	4-32	Yes	1
Blue Mountain Forest State Scenic Corridor	Crossed	94.7	4-5	Yes	1
Blue Mountain Crossing Day-Use Area / Sno-Park	0.2 miles NE	94.8	4-4	No	1
Spring Creek Campground	0.7 miles	95.4	4-40	No	2
Hilgard Junction State Park	0.3 miles E	99.1	4-19	Yes	2
Morgan Lake Park	0.6 S	104.8	4-28	Yes	2
Ladd Marsh Wildlife Area	0.0	110.6	4-16; 4-26; 4-27	Yes	2
Powder River (Scenic)	1.4 miles E	136.1	5-34; 5-35	Yes	2
Oregon Trail Area of Critical Environmental Concern – National Historic Oregon Trail Interpretive Center Parcel	123 feet E	146.3	5-25c; 5-25d; 5-25e	Yes	2
Virtue Flat Off-highway Vehicle Area	1.5 miles E	145.8	5-84	Yes	2
Burnt River Extensive Recreation Management Area	Crossed (two locations)	170.7-171.5 and 172.5-173.0	5-81	Yes	3

Recreational Opportunity	Location of Recreation Opportunity Relative to Proposed Route Centerline	Closest Milepost by Corridor	Key Observation Point Reference	Important Recreation Opportunity	Attachment T-1 Map Sheet Reference
Blue Bucket Lost Dutchman's Mining Association Camp	1.0 N	184.5	None	No	3
Snake River Breaks Extensive Recreation Management Area	0.2 miles E	192.2	5-59	Yes	3
Farewell Bend State Recreation Area	0.7 miles NE	197.6	5-13	Yes	3
Weiser Dunes Off-highway Vehicle Play Area	0.5 miles NE	198.9	7-1	Yes	3
Oregon Trail Birch Creek Special Recreation Management Area	0.2 SW	199.2	8-3	Yes	3
Snake River Islands (Huffman Island) Wildlife Area	0.9 SE	200.6	None	Yes	3
Oregon Trail Tub Mountain Special Recreation Management Area	0.5 miles W	212.3	8-1; 8-24	Yes	3
Deer Flat National Wildlife Refuge	0.4 miles E	198.9	None	Yes	3, 4
Bully Creek Reservoir	0.7 miles E	223.6	8-5	Yes	4
Owyhee River Below the Dam Area of Critical Environmental Concern	250 feet SW	254	8-52	Yes	4
Blue Mountain Century	Crossed (two locations)	47.1 and 55	3-12	Yes	1
Grand Tour Bikeway	Crossed (two locations)	126.8 and 142.7	4-27	Yes	1, 2

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 Opportunity?
				Designation	Demand	Qualities	Rareness	Replaceability	
Umatilla NWR (FWS 2012b, 2008; Carver and Caudill 2007)	FWS	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	NWR	75,700 total visits to all six 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	WA	Not reported; assumed to be light, 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)
Lindsey Prairie Preserve / State Natural Heritage Area	Nature Conservancy	Small preserve with bluebunch wheatgrass and Sandberg's bluegrass dominating the grassland, a habitat type now extremely rare in the Columbia Basin. The preserve also contains high-quality examples of three other Columbia Plateau native shrubland and grassland habitats, as well as diverse wildlife. Activities include hiking and wildlife viewing. There are no designated trails.	387 acres	SNHA	Assumed light.	Bluebunch wheatgrass and Sandberg's bluegrass dominate the grassland, a habitat type now extremely rare in the Columbia Basin due to highly productive dryland wheat farming and other agriculture. The preserve also hosts high-quality examples of three other Columbia Plateau native shrubland and grassland communities involving downey wheatgrass, needle-and-thread grass, big sagebrush, and bitterbrush.	Includes rare grassland habitat. Type of recreation opportunity is common.	Recreation opportunity is replaceable due to similar terrain available on public lands.	No (based on low use level, common and replaceable recreation opportunity)
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	Moderate 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)

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Opportunity?
				Designation	Demand	Qualities	Rareness	Replaceability	
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 U.S. 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 U.S. 30; count not reported in Oregon 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)
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, low use, 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, four tent sites only; picnic tables and vault toilets. No fees, no reservations. Unusual or outstanding qualities not evident.	Site is one of five campgrounds in USFS Blue Mountain/Grande Ronde area, among 50 on Wallowa-Whitman NF. 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 six on streams. Uncommon opportunity.	Somewhat irreplaceable, based on limited supply of comparable sites.	Yes (Based primarily on designation status, development/ attraction qualities and rareness)
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	WA	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)

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Opportunity?
				Designation	Demand	Qualities	Rareness	Replaceability	
Powder River (scenic) and ACEC	BLM, Vale District	The site is on BLM-administered lands designated as an ACEC. The ACEC was designated to protect habitat for raptors and other wildlife, cultural resources, and scenic qualities. Recreation opportunities include floating, fishing, and hunting. Floating only in early spring.	5,880 acres	Wild & Scenic River; ACEC	Light. Access is limited.	River flows through a rugged canyon with highly scenic geologic formations. Good fishing and hunting opportunities.	Offers rare high scenic quality – 11.7 miles classified as Scenic river.	Irreplaceable due to high scenic quality of river canyon.	Yes (Based on designation, rareness, and replaceability)
Oregon Trail ACEC, 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	ACEC and National Historic Trail	High; 66,000 NHOTIC visits in 2009.	Largest ACEC parcel (500 acres) includes the 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 Off-Highway Vehicle (OHV) Park (BLM 1989, BLM 2011, BLM 2016; 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)
Burnt River Special Recreation Management Area	BLM, Vale District	Area of public lands managed for recreation that are on or near improved gravel roads and located west of I-84 and Durkee.	42,210 acres	ERMA	Use data not found in search; assumed light due to lack of facilities and remoteness.	Excellent opportunities for fishing, water-based hunting, wildlife viewing and interpretation, camping and hiking in a scenic river canyon environment. Focus on 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, unusual quality of opportunities, rareness and lack of replaceability)

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Opportunity?
				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	Facility is currently open with limited capacity and is not open to public (approximately 5,000 members nationwide) and closed to general public, One similar property is located near Baker City, 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. One other property operated for similar purposes nearby, close to Baker City, Oregon. Prospecting opportunities on public and other private lands are widespread. Common.	Replaceable. Numerous opportunities for prospecting in the area.	No (Based on low demand, lack of outstanding qualities, common opportunity, and replaceability)
Snake River Breaks Special Recreation Management Area	BLM, Vale District	Area of public lands managed for recreation, located between I-84 and the Brownlee Reservoir	10,903 acres	ERMA	Use data not found in search; assumed light due to lack of facilities and remoteness.	High variety of recreation opportunities and wildlife habitat supporting hunting and sightseeing in a primitive setting. Area includes one developed and 7 semi-developed campgrounds.	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, unusual quality of opportunities, rareness and lack of replaceability)
Farewell Bend SRA (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	SRA	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 four 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)
Weiser Dunes OHV Play Area	BLM, Vale District	Area adjacent to the Snake River, across the river from Farewell Bend SRMA encompassing 130 acres of sand dunes available for OHV use. Facilities area limited and include a pit toilet and an undeveloped camping area. There are no fees to use this recreation area.	130 acres	None	Use data not found in search; assumed moderate due to good accessibility and lack of facilities.	Good opportunity for OHV use on sand dune terrain. Camping is available and provides views toward the Snake River from the play area.	Somewhat rare to due to low number of accessible dunes for OHV use in the area.	Somewhat irreplaceable due to the limited supply of sand dune terrain on public lands.	Yes (Based primarily on the rareness and irreplaceability of this type of recreation opportunity and moderate use level)

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Opportunity?
				Designation	Demand	Qualities	Rareness	Replaceability	
Oregon Trail Birch Creek Special Recreation Management Area	BLM, Vale District	119-acre parcel surrounding a segment of the Oregon National Historic Trail that was used as a camping area where before coming to the Snake River at Farewell Bend. Features at the site include a parking turnout, a wagon rut swale within a fenced exclosure, a short trail adjacent to the ruts, and interpretive panels. The area is also an ACEC with historic and scenic relevant and important values.	119 acres	SRMA (and ACEC)	Use data not found in search; assumed light due to lack of facilities and remoteness.	Good opportunity to view the Oregon National Historic Trail in a natural appearing setting.	Somewhat rare due to the presence of Oregon National Historic Trail ruts.	Irreplaceable due to the presence of Oregon National Historic Trail ruts.	Yes (Based on designation status, rareness, and irreplaceability)
Snake River Islands (Huffman Island) Wildlife Area	ODFW	Wildlife management area with three islands (including Huffman Island) within the Snake River, east of I-84. Open for wildlife-oriented recreation, with various seasonal and access restrictions.	69 acres	WA	Use data not found in search; assumed light due to lack of facilities and remoteness.	Islands provide public hunting of pheasants, quail and waterfowl. Deer hunting is allowed with appropriate tags, and fishing for catfish or other warm water fish species also is allowed. The islands are open to the public year-round for bird and wildlife viewing.	Offers somewhat rare opportunity for a high variety of recreational opportunities including boat access to islands.	Somewhat irreplaceable due to the variety of recreation opportunities, including opportunities for boating to river islands.	Yes (based on designation, rareness, use level, and replaceability)
Oregon Trail Tub Mountain Special Recreation Management Area	BLM, Vale District	5,902-acre parcel surrounding a segment of the Oregon National Historic Trail that was the primary route from Vale to Farewell Bend. There is one interpretive site at Alkali Springs, which was the “nooning” spot for wagon trains leaving Vale. The area is also an ACEC with historic, cultural, and scenic relevant and important values.	5,902 acres	SRMA (and ACEC)	Use data not found in search; assumed light due to lack of facilities and remoteness.	Good opportunity to view the Oregon National Historic Trail in a natural appearing setting.	Somewhat rare due to the presence of Oregon National Historic Trail ruts.	Irreplaceable due to the presence of Oregon National Historic Trail ruts.	Yes (Based on designation status, rareness, and irreplaceability)
Deer Flat National Wildlife Refuge – Snake Island Unit	FWS	The Snake Island Unit of the refuge offers a variety of wildlife-dependent including wildlife watching and photography, hunting, and fishing as well as non-wildlife dependent activities (for example, boating, swimming, and picnicking). The refuge protects the grasslands and riparian forests on the Snake River islands. Facilities are limited on the islands to trails, signs, and informational kiosks.	51 acres (within Analysis Area)	NWR	Between 167,000 and 225,000 annually.	High variety of recreation opportunities and wildlife habitat.	Offers somewhat rare opportunity for a high variety of recreational opportunities including boat access to islands.	Somewhat irreplaceable due to the variety of recreation opportunities, including opportunities for boating to river islands.	Yes (based on designation, rareness, use level, and replaceability)
Bully Creek Reservoir	Malheur County Parks	Reservoir and park includes a boat ramp, store, campground and water-based activities.	985 acres	None	Assumed high due to level of development.	Highly developed recreation site including boat ramp, store, campground and water-based activities. Both day-use and overnight use areas.	Yes, only fully developed county park in Malheur County.	Somewhat replaceable based on other reservoirs in the area.	Yes (Due to level of use, quality of facilities, and relative rareness of recreation opportunities in the area).

Recreational Opportunity (Reference Sources)	Responsible Entity	Description	Area	Importance Factors					Important Opportunity?
				Designation	Demand	Qualities	Rareness	Replaceability	
Owyhee River Below the Dam Special Recreation Management Area (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	SRMA (and ACEC)	Light 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)
Grand Tour Bikeway	Cycle Oregon, Travel Oregon, the Oregon Department of Transportation and Oregon State Parks	Scenic Bikeway routes are the best bike rides in Oregon and showcase beautiful scenery, state history and local communities.	134 miles	State-designated Scenic Bikeways	One organized ride per year; approximately 300 rider per year	Designated bike route in Oregon showcasing mountain ranges, including eastern Oregon's Eagle Cap Mountains, the Elkhorn Range, the Blue Mountains and the Wallowa Mountains.	Oregon's Scenic Bikeway program is the first program of its kind in the country, and continues to be the only such program	Irreplaceable due to the specificity of the route relative to landscape and cultural features.	Yes (Based on unusual quality of opportunities, rareness and lack of replaceability)
Blue Mountain Century	Cycle Oregon, Travel Oregon, the Oregon Department of Transportation and Oregon State Parks	Scenic Bikeway routes are the best bike rides in Oregon and showcase beautiful scenery, state history and local communities.	108 miles	State-designated Scenic Bikeways	One organized ride per year	A remote route including breathtaking views of the Blue Mountains.	Oregon's Scenic Bikeway program is the first program of its kind in the country, and continues to be the only such program.	Irreplaceable due to the specificity of the route relative to landscape and cultural features.	Yes (Based on unusual quality of opportunities, rareness and lack of replaceability)

ACEC – Area of Critical Environmental Concern
BLM – Bureau of Land Management
ERMA – Extensive Recreation Management Area
FWS – United States Fish and Wildlife Service
I-84 – Interstate 84
LDMA – Lost Dutchman's Mining Association
NF – National Forest
NHOTIC – National Historic Oregon Trail Interpretive Center
NWR – National Wildlife Refuge
ODFW – Oregon Department of Fish and Wildlife
ODOT – Oregon Department of Transportation
OHV – off-highway vehicle
OPRD – Oregon Parks and Recreation Department
SNHA – State Natural Heritage Area
SRA – State Recreation Area
SRMA – Special Recreation Management Area
USFS – United States Forest Service
WA – Wildlife Area

ATTACHMENT T-4
VISUAL IMPACT METHODOLOGY AND ANALYSIS

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ACRONYMS AND ABBREVIATIONS

ACEC	Area of Critical Environmental Concern
BLM	Bureau of Land Management
Blue Mountain Corridor	Blue Mountain Forest State Scenic Corridor
CCP	Comprehensive Conservation Plan
EFSC or Council	Energy Facility Siting Council
ERMA	Extensive Recreation Management Area
FO	Field Office
I-84	Interstate 84
IPC	Idaho Power Company
KOP	Key Observation Point
kV	kilovolt
MP	milepost
NHOTIC	National Historic Oregon Trail Interpretive Center
NWR	National Wildlife Refuge
OAR	Oregon Administrative Rules
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
OHV	off-highway vehicle
OPRD	Oregon Parks and Recreation Department
OR	Oregon (State) Highway
ORV	Outstandingly Remarkable Value
pASC	Preliminary Application for Site Certificate
Project	Boardman to Hemingway Transmission Line Project
RAI	Request for Additional Information
RMP	resource management plan
ROW	right-of-way
SEORMP	Southeastern Oregon Resource Management Plan
SMS	Scenery Management System
SNHA	State Natural Heritage Area
SR	Scenic Resource
SRA	State Recreation Area
SRMA	Special Recreation Management Area
U.S.	United States
USFS	United States Forest Service
VQO	Visual Quality Objective
VRI	Visual Resource Inventory
VRM	Visual Resource Management
WA	Wildlife Area
WSR	Wild and Scenic River

1.0 INTRODUCTION

This Attachment T-4 describes the scenic resources impact assessment methodology used by Idaho Power Company (IPC) to determine whether construction and/or operation of the Boardman to Hemingway Transmission Line Project (Project), after taking into account mitigation, may result in any significant potential adverse impacts to the important opportunities identified per Oregon Administrative Rules (OAR) 345-022-0100(1)(a) – (e) from visual impacts of facility structures according to OAR 345-021-0010(1)(t)(B)(iii).

The methodology described in Attachment R-1 of this document was applied to the impact assessment and significance determination presented in Exhibits L, R, and T. This methodology, though rooted in impact assessment procedures established by the Bureau of Land Management (BLM) and United States Forest Service (USFS), addresses feedback from ODOE received via Request for Information (RAI) R-24, asking that the definition of "significance" provided in the Council's rules at OAR 345-001-0010(53) be considered in the analysis. This RAI states:

> *"The visual impact assessment in Exhibit R, and IPC's conclusions whether the project will result in a significant visual impact is based entirely on impact assessment methodologies used by the BLM and USFS. Although EFSC rules do not mandate a particular visual assessment methodology (only that it be described in detail), the basis of the EFSC findings pertaining to IPC's compliance with the Scenic Resource Standard (and the findings related to protected areas and recreation areas) is whether the facility will have a "significant adverse impact" after taking into account mitigation (see OAR 345-022-0080).*
>
> *Exhibit R (and its attachments) do not consider the definition of "significant" set forth in the Council's rules at OAR 345-001-0010(53) when drawing its conclusions using the BLM/USFS methodologies. Provide an analysis of how the impact "rating" for each potentially affected scenic resource supports an affirmative Council finding on the Scenic Resource Standard (taking into account mitigation). That analysis should address and incorporate the EFSC definition of "significant" when drawing conclusions concerning visual impacts."*

In response to this Request for Information, IPC refined the impact assessment approach to more explicitly address the Council's definition of significance. IPC and its contractor met with ODOE on December 7, 2016, to discuss the proposed framework for the revised methodology. ODOE reviewed the methodology and provided comment to IPC on January 15, 2016. The visual impact assessment methodology developed by IPC and described in Section 2.5 addresses those comments.

The visual impact assessment methodology provides background and context regarding the development of the methodology, and explains in detail each step of the methodology. This Attachment T-4 is organized as follows:

- Section 2.1 – Applicable Energy Facility Siting Council (EFSC or Council) standards and rules;
- Section 2.2 – IPC's interpretation of a "significant" impact as defined in OAR 345-001-0010(53);
- Section 2.3 – A description of the analysis area pursuant to the Project Order
- Section 2.4 – A description of resources considered in the analysis per OAR 345-021-0010(1)(t)(B)(iii);

- Section 2.5 – A detailed explanation of IPC's methodology for establishing baseline conditions, assessing visual impact, and determining whether an impact is "significant"; and
- Section 2.6 – A brief summary of IPC's visual impact assessment methodology.

2.0 IMPACT ASSESSMENT PROCEDURE

2.1 Applicable Rules and Standards

The EFSC Recreation Standard is set forth in OAR 345-022-0100:

> *(1) 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; May 2012 – 10 – Division 22*
> >
> > *(c) Outstanding or unusual qualities;*
> >
> > *(d) Availability or rareness;*
> >
> > *(e) Irreplaceability or irretrievability of the opportunity.*
>
> *(2) 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.*

In turn, OAR 345-001-0010(53) defines "significant" as:

> *"having an important consequence, either alone or in combination with other factors, based upon the magnitude and likelihood of the impact on the affected human population or natural resources, or on the importance of the natural resource affected, considering the context of the action or impact, its intensity and the degree to which the possible impacts are caused by the proposed action. Nothing in this definition is intended to require a statistical analysis of magnitude or likelihood of a particular impact."*

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

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.*
>
> *(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.*

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

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

(E) The applicant's proposed monitoring program, if any, for impacts to important recreational opportunities.

2.2 Interpretation of "Significant"

IPC incorporated the definition of "significant" per OAR 345-001-0010(53) as it pertains to recreation opportunities into the visual impact assessment methodology by dividing the text of the definition into individual components, assigning specific indicators to address each component, and evaluating each indicator using specific criteria. Indicators and criteria are described in Table T-4-1, below.

Table T-4-1. The Definition of Significance (per Council's Rule OAR 345-001-0005(53)) and Interpretation for Visual Impacts in Exhibit T)

Excerpt	Interpretation for Exhibit T
"having an important consequence,"	An important consequence is considered a significant impact.
"either alone or in combination with other factors,"	Qualifying language suggests that an "important consequence" may be caused by the proposed development either alone or in combination with other past or present actions.
"based upon the magnitude and likelihood of the impact"	Magnitude represents the size and scale of the impact, and is measured in terms of visual contrast and scale dominance. Likelihood represents the probability of occurrence of an impact; for the purposes of Exhibit T, impacts analyzed were assumed to be likely to occur.
"on the affected human population"	The impact on the human population is measured in terms of the viewer's perception of impacts to valued scenic attributes of the recreation opportunity.
"or [on the] natural resources"	The impact to the natural resource is measured in terms of the potential change in scenic quality and/or landscape character of the recreation opportunity.
"or on the importance of the natural resource affected"	The disjunction of the magnitude of the impact from the importance of the natural resource suggests that an impact to scenic values may not result in an "important consequence" if the scenic value affected is not considered important to the recreation opportunity.
"Considering the context of the action or impact,"	The Council shall also consider the other "mitigating" (or "aggravating") contextual factors, such as the extent to which impacts to visual values are consistent with the standards and guidelines of relevant land management objectives of the recreation opportunity.
"[the impact's] intensity…"	The intensity of the impact considers how impacts would manifest on the landscape by assessing the combined effect of resource change and viewer perception.
"…and the degree to which the possible impacts are caused by the proposed action."	Consider the extent to which adverse impacts are caused by the proposed facility, as opposed to other past or present actions. The contribution of this action to potential cumulative (additive) impacts should be disclosed.

2.3 Analysis Area

Pursuant to the Project Order, the analysis area for Exhibit T is the area within the Site Boundary plus 2 miles from the Site Boundary. The Site Boundary is defined in OAR 345-001-0010(55) as "the perimeter of the site of a proposed energy facility, its related or supporting facilities, all temporary laydown and staging areas, and all corridors and micrositing corridors proposed by the applicant."

The Site Boundary for the Project includes the following related and supporting facilities in Oregon:

- The Proposed Route, consisting of 270.8 miles of new 500-kilovolt (kV) electric transmission line, removal of 12 miles of existing 69-kV transmission line, rebuilding of 0.9 mile of a 230-kV transmission line, and rebuilding of 1.1 miles of an existing 138-kV transmission line;
- Four alternatives that each could replace a portion of the Proposed Route, including the West of Bombing Range Road Alternative 1 (3.7 miles), West of Bombing Range Road Alternative 2 (3.7 miles), Morgan Lake Alternative (18.5 miles), and Double Mountain Alternative (7.4 miles);
- One proposed 20-acre station (Longhorn Station);
- Ten communication station sites of less than ¼-acre each and two alternative communication station sites;
- Permanent access roads for the Proposed Route, including 206.3 miles of new roads and 223.2 miles of existing roads requiring substantial modification, and for the Alternative Routes including 30.2 miles of new roads and 22.7 miles of existing roads requiring substantial modification; and
- Thirty-one temporary multi-use areas and 299 pulling and tensioning sites of which four will have light-duty fly yards within the pulling and tensioning sites.

The Project features are fully described in Exhibit B, and the location of the Project features and the Site Boundary is described in Exhibit C and Table C-24.

2.4 Resources Considered in the Analysis

Resources considered in this analysis include recreation opportunities evaluated in Exhibit T per OAR 345-021-0010(1)(t)(B)(iii). For each important recreation opportunity, IPC identified the purpose of recognition or designation, relevant management standards and/or guidelines, and valued scenic attribute(s). Additionally, each important recreation opportunity was described in terms of its geographic location and footprint (including size and configuration). Resources were classified as a point, area, and/or corridor based on the following definitions:[1]

- **Point:** Point-based resources include specific locations, such as designated vistas or interpretive signs, where the viewer experience is typically stationary and experienced from a single vantage point. Views from these locations may be directional (i.e., focal) or not (i.e., 360 degree panoramic).
- **Area:** Area-based resources include geographic areas where scenic values could be experienced from a variety of locations. Views from these locations are typically transient

[1] Note that one or more of these categories may be applicable to a scenic resource; for example, an area-based resource may include one or more point-based resources within the boundary.

and experienced by viewers moving through the area (i.e., dispersed recreation). The likelihood of viewers standing in the same spot during repeated visits is low. The degree of variability of views experienced from area-based resources will depend on a variety of landscape characteristics.

- **Corridor:** Corridors represent linear viewing experiences, in which scenic attributes are experienced as a continuum. They may be focal (i.e., leading toward a noteworthy natural feature; entrance way), and/or transient (i.e., passing through a landscape).

2.5 Visual Impact Assessment Procedure

The methods used to evaluate Project impacts on the scenic attributes of important recreation opportunities, and to determine the significance of Project impacts to those scenic attributes, are described in a series of three parts, below. These steps are illustrated in Figure T-4-1.

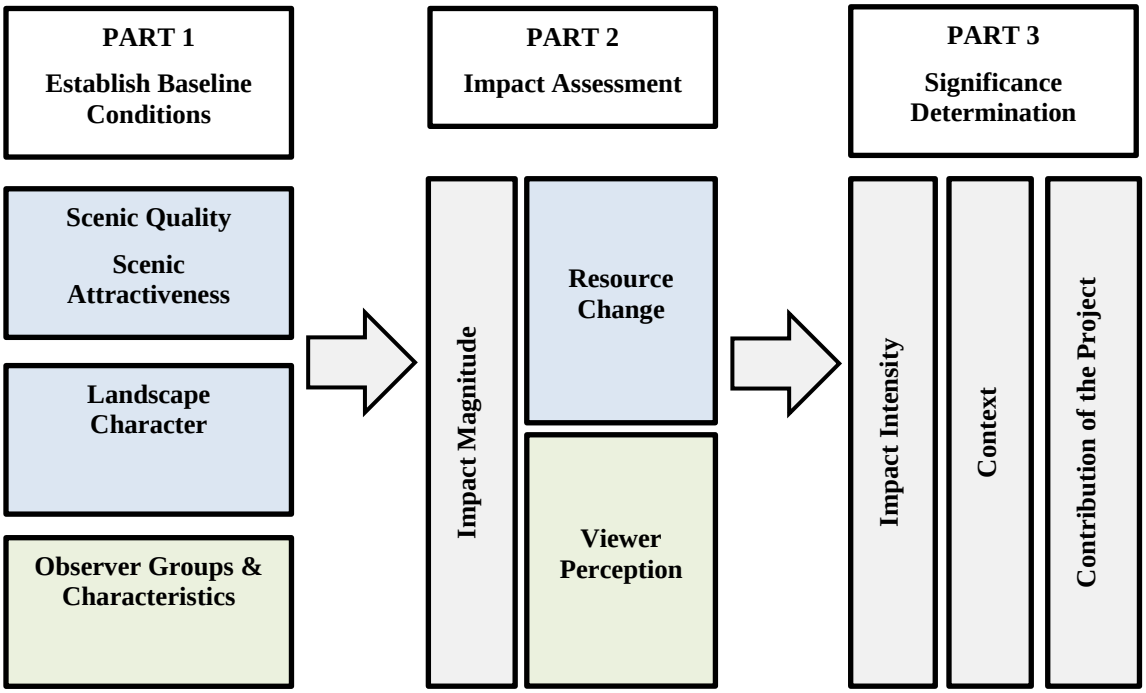

Figure T-4-1. Visual Impact Assessment Methodology Flowchart

The impact assessment considered potential impacts that could result from major Project components, such as the transmission towers, conductors, cleared right-of-way (ROW), and access roads, and also temporary support facilities that would be used during construction. IPC used several sources of data to inform the analysis of potential impacts of the Project on scenic resources, including Geographic Information System-based viewshed models, field visits, site-specific analysis at Key Observations Points (KOPs), photosimulations, and review of Google Earth imagery.

PART 1: Establish Baseline Conditions

Baseline conditions were established by assessing indicators of *scenic quality/attractiveness* and *landscape character* for each resource. The assessment was completed using a combination of general observations made during field visits, baseline data collected at representative KOPs and review of landscape features relative to Project components using Google Earth. These data were used to identify baseline landscape character and scenic quality for each recreation opportunity. Viewer groups were also identified as part of establishing

baseline conditions. KOPs were identified through review of applicable land use and resource plans, consultation with agencies and organizations, and viewshed analysis. The KOPs used in the analysis are indicated on the maps included as Exhibit R, Attachment R-2.

The analysis area includes scenic resources administered by the BLM and USFS. Both agencies have established baseline scenic resources inventory procedures:

- The BLM manages visual resources through the Visual Resource Management (VRM) System (BLM 1986). Visual values are established through the visual resource inventory (VRI) process, which classifies scenery based on the assessment of three components: scenic quality, visual sensitivity, and distance.
- The USFS manages scenic resources through the Visual Management System established in The National Forest Management, Volume 2, Agricultural Handbook 462 (1974) to inventory, classify, and manage lands for visual resource values. In 1995, the USFS visual resource management guidelines and monitoring techniques evolved into the Scenery Management System (SMS) as described in *Landscape Aesthetics: A Handbook for Scenic Management, Agricultural Handbook* (USFS 1995). The USFS describes baseline condition in a similar manner; however baseline components include measures of scenic attractiveness and integrity, landscape visibility (i.e., distance zones), and concern level (i.e., sensitivity).

Because analogous concepts to scenic quality are found in the USFS SMS as scenic attractiveness and in the BLM VRM system as scenic quality, the approach and terminology used by these land management agencies was used to assess baseline conditions on lands administered by these agencies. In other words, the BLM system was used on BLM lands and USFS system was used on USFS lands. To address scenic resources on non-BLM or non-USFS lands, the method that most closely matched the prevailing geographic location and physiography of the resource were used according to the following conventions:

- BLM methods were applied to scenic resources in non-forested areas.
- USFS methods were applied to scenic resources in forested areas.

For both systems, the evaluation of scenic quality or attractiveness was typically applied to specific geographic areas referred to as Scenic Quality Rating Units (BLM) and Ecological Units (USFS). For the purpose of this analysis, the geographic areas considered were defined by the boundaries of scenic resources analyzed. The goal of the application of the BLM and USFS systems was to develop consistent baseline data for scenic quality for each resource that could be used to measure resource change in the impact determination.

Scenic Quality / Attractiveness

BLM Visual Resource Management System

Baseline conditions on BLM-administered lands were established by measuring the scenic quality per BLM VRI procedures (BLM 1986). Scenic quality was quantified through the scoring of seven key factors: landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. Each key factor was scored based on guidelines described below (BLM 1986). Ranking is relative to other similar features within the physiographic province. Table T-4-2, below, lists the scoring criteria used to rank of each key factor (BLM 1986).

Table T-4-2. Rating Criteria for Key Factors Used to Assess Scenic Quality per BLM Visual Resource Management System

Factor	Rating Criteria and Score		
Landform	**5** – High vertical relief as expressed in prominent rock cliffs, spires, or massive rock outcrops, or severe surface variation or highly eroded formations including major badlands or dune systems; or detailed features dominant and exceptionally striking and intriguing such as glaciers	**3** – Steep canyons, mesas, buttes, cinder cones, and drumlins; or interesting erosional patterns or variety in size and shape of landforms; or detail features which are interesting though not dominant or exceptional.	**1** – Low, rolling hills, foothills, or flat valley bottoms; or few or no interesting landscape features.
Vegetation	**5** – A variety of vegetation types as expressed in interesting forms, textures, and patterns.	**3** – Some variety of vegetation, but only one or two major types.	**1** – Little or no variety or contrast in vegetation.
Water	**5** – Clear and clean appearing, still, or cascading white water, any of which are a dominant factor in the landscape.	**3** – Flowing, or still, but not dominant in the landscape.	**0** – Absent, or present, but not noticeable.
Color	**5** – Rich color combinations, variety or vivid color, or pleasing contrasts in soils, rock, vegetation, water, or snow fields.	**3** – Some intensity or variety in colors and contrast of the soil, rock, and vegetation, but not a dominant scenic element.	**1** – Subtle color variations contrast or interest; generally mute tones.
Influence of Adjacent Scenery	**5** – Adjacent scenery greatly enhances visual quality.	**3** – Adjacent scenery moderately enhances overall visual quality.	**0** – Adjacent scenery has little or no influence on overall visual quality.
Scarcity	**5+** – One of a kind; or unusually memorable, or very rare within a region. Consistent chance for exceptional wildlife or wildflower viewing, etc.	**3** – Distinctive, though somewhat similar to others within the region.	**1** – Interesting within its setting, but fairly common within the region.
Cultural Modification	**2** – Modifications add favorably to visual variety while promoting visual harmony.	**0** – Modifications add little or no visual variety to the area, and introduce no discordant elements.	**-4** – Modifications add variety but are very discordant and promote strong disharmony.

After the scenic quality evaluation was completed, scores for each key factor were totaled to derive an overall Scenic Quality Classification for the resource. Scenic quality was classified as Class A, B, or C, with Class A receiving a total score of 19 or more, Class B receiving a score from 12 to 18, and Class C scoring 11 or less. Landscapes ranked as Class A have the highest apparent scenic quality, while landscapes ranked as Class C have the lowest (BLM 1986).

USFS Scenery Management System

Baseline conditions for resources located on USFS-administered lands were described in terms of both "Scenic Attractiveness" and "Scenic Integrity."

Scenic attractiveness pertains to the "intrinsic scenic beauty of the project area," and is categorized as: Class A (Distinctive), B (Typical), or C (Indistinctive). The combination of valued landscape elements such as landform, water characteristics, vegetation, and cultural features, are used in determining the measure of Scenic Attractiveness.

- **Landform Patterns and Features:** Includes characteristic landforms, rock features, and their juxtaposition to one another.
- **Surface Water Characteristics:** The relative occurrence and distinguishing characteristics of rivers, streams, lakes, and wetlands. Includes features such as waterfalls and coastal areas.
- **Vegetation Patterns:** Relative occurrence and distinguishing characteristics of potential vegetative communities and the patterns formed by them.
- **Land Use Patterns and Cultural Features:** Visible elements of historic and present land use that contribute to the image and sense of place.

Scenic integrity refers to the degree to which a landscape is free from visible disturbances that detract from the natural or socially valued appearance (i.e., valued landscape character). Scenic integrity is evaluated by measuring degree of alteration in line, form, color, texture from natural or naturally appearing landscape character by measuring changes in scale, intensity, and pattern against the attributes of that landscape character and is classified as follows (USFS 1995):

- **Very High**: Valued existing or desired future landscape character is intact and complete with only minute, if any, deviations.
- **High**: Valued landscape character appears unaltered. Deviations may be present but they mimic the landscape character so completely that they are not evident.
- **Moderate**: Valued landscape character appears slightly altered. Noticeable deviations remain visually subordinate to the landscape character.
- **Low**: Valued landscape character appears moderately altered. Deviations begin to dominate the valued landscape character.
- **Very Low**: Valued landscape character appears heavily altered. Deviations strongly dominate the valued landscape character.
- **Unacceptably Low**: Landscapes appear extremely altered. Deviations extremely dominate the valued landscape character.

Landscape Character

Landscape character is a descriptive means to assess a landscape. Attributes of landform, vegetation, waterform, wildlife, spatial character, and cultural or historic features were described in terms of their relative dominance or prominence to the character and influence on the "sense

of place" (USFS 1995). Character elements were described in terms of existing form, line, color, and texture, with consideration of landscape factors (principles) such as contrast, sequence, axis, convergence, co-dominance, scale and enframement (USFS 1995, BLM 1986). Because the BLM does not have a classification system for landscape character, landscape character for all resources was classified per the USFS system (1995), regardless of jurisdiction or physiography of the resource. Landscape character classes are described below:

- **Naturally Evolving**: Landscape character expresses the natural evolution of biophysical features and processes, with very limited human intervention.
- **Natural Appearing**: Landscape character expresses predominantly natural evolution, but also human intervention including cultural features and processes.
- **Cultural**: Landscape character expresses built structures and landscape features that display the dominant attitudes and beliefs of specific human cultures.
- **Pastoral**: Landscape character expresses dominant human created pastures, "meadows," and associated structures, reflecting valued historic land uses and lifestyles.
- **Agricultural**: Landscape character expresses dominant human agricultural land uses producing food crops and domestic products.
- **Historic**: Landscape character expresses valued historic features that represent events and period of human activity in the landscape.
- **Urban**: landscape character expresses concentrations of human activity, primarily in the form of commercial, cultural, education, residential, transportation structures, and supporting infrastructure.

Viewer Groups and Characteristics

Viewer groups associated with each resource were evaluated to understand certain characteristics that inform the extent to which potential changes in landscape character and quality would be perceived (perception of change). This assessment assumes a high sensitivity exists among all viewer groups based on the identification of the resource as important in a planning document. Therefore, this assessment instead focuses on understanding characteristics that describe the relationship of the observer to the potential impact, and the landscape context of that relationship. Viewer characteristics assessed included viewer location (distance), viewer geometry (superior, inferior, or at grade), and viewer duration or exposure (BLM 1986). The landscape context included consideration of landscape type – i.e., focal or panoramic. Observer characteristic are summarized below:

- **Viewer Location:** The degree of perceived visual contrast and scale dominance of an object is influenced by its distance from the observer. As viewing distance increases, the Project would appear smaller and less dominant. Likewise, as distance increases, the apparent contrast of color would decrease (BLM 1986)
- **Viewer Geometry**: Viewer geometry refers to the spatial relationship of the observer to the viewed object (i.e., the Project), including both the vertical and horizontal angles of view (BLM 2013). The vertical angle of view refers to the observer's elevation relative to the viewed object. The horizontal angle of view refers to the compass direction of the view from the observer to the object. Visibility is typically greater for observers whose viewing angle is directed toward a Project feature than for those with a lateral view.
- **Viewer Duration / Exposure:** Viewer duration/exposure refers to the length of time Project features may be in view. This description would disclose whether expected

viewer exposure was limited to a short duration or number of viewpoints or prolonged and/or experienced from multiple viewpoints.

PART 2: Impact Likelihood and Magnitude Assessment

The definition of "significant" per OAR 345-001-0010(53) and the interpretation for Exhibit T are described in Table T-4-1, above. Per the Council's rule OAR 345-001-0010(53), an important consequence is in part determined by the likelihood and magnitude of the impact. In this Part of the analysis, IPC first identified the Project-related actions that could affect the reacreation opportunity. Project-related actions that could affect recreation opportunities included construction and operation of Project facilities including permanent features (transmission towers, conductors, access roads, stations, communication stations), temporary features (multi-use sites and pulling and tensioning sites), and other actions, such as revegetation or restoration, that could be prolonged in time, but not permanent. Next, IPC evaluated the likelihood of the impact and the magnitude of the impact, considering such factors as the duration of the impact, visual contrast and scale dominance, and resource change and viewer perception.

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

The "magnitude" of impacts was evaluated, in part, by the duration of the impact. "Impact duration" was categorized as temporary, short-term, or long-term based on whether an impact would occur only during Project construction, or for up to 3 years (temporary), for less than 10 years (short-term), or for greater than 10 years or for the life of the Project (long-term). This analysis assumes only those actions identified as long-term are considered potentially significant. Temporary or short-term impacts were dismissed because they would not permanently alter scenic quality or landscape character or jeopardize the ability of the resource to provide the scenic value for which it was designated or recognized in relevant land use plans.

The criteria used to evaluate the "impact duration" indicator are shown in Table T-4-3, below.

Table T-4-3. Criteria Used to Determine Impact Duration

Indicator	Criteria		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).

Magnitude of Impact – Visual Contrast and Scale Dominance

The "magnitude" of impacts was measured by assessing the level of visual contrast and scale dominance of Project components relative to the existing landscape. Visual contrast is described as the extent to which an object appears different from the surrounding visual environment. It is measured using the four basic design elements of form, line, color, and texture (BLM 1986). Primary sources of visual contrast for transmission towers typically include form and line, based on the straight vertical lines of the structures relative to the flat, horizontal, or rolling lines of the horizon. This method assumes that visual contrast between the Project and the existing landscape character contributes to an adverse visual impact and it is not a measure of the Project's overall attractiveness (BLM 1986). Visual contrast rating criteria are described below:

- **None:** The element contrast is not visible or perceived.
- **Weak:** The element contrast can be seen but does not attract attention.
- **Moderate:** The element contrast begins to attract attention and begins to dominate the characteristic landscape.
- **Strong:** The element contrast demands attention, will not be overlooked, and is dominant in the landscape.

Visual contrast was determined by implementing the visual contrast rating at each relevant KOP (BLM 1986) remotely using Google Earth and supporting photography and photosimulations when available. The character, composition, and dimensions of the various structural components of the Project, as defined in Exhibit B, were used to determine the expected appearance of the Project from select resources. Realistic models of the Project structures (towers) and conductors were used to develop computer-generated photosimulations of the Project from selected KOPs representing visibility from these resources. The appearance of the Project at locations where photosimulations were not prepared was inferred based on visibility assessment, inferences provided by the simulations at other locations, and the graphical representations of the Project facilities in Exhibit B.

Several "environmental factors" were considered in the contrast rating process (BLM 1986):

- **Distance:** The contrast created by a project usually is less as viewing distance increases.
- **Relative Size or Scale:** The contrast created by a project is directly related to its size and scale as compared to the surroundings in which it is placed. Scale dominance refers to the scale of an object relative to the visible expanse of the landscape that forms its setting (BLM 1986). A dominant feature of a landscape tends to attract attention to it and becomes the focal point of the view. Where two or more features both attract attention and have generally equal visual influence over the landscape, they are considered co-dominant. An object or feature that is easily overlooked or absorbed by the surrounding landscape is considered subordinate.
- **Light Conditions**: The amount of contrast can be substantially affected by the light conditions. The direction and angle of lighting can affect color intensity, reflection, shadow, form, texture, and many other visual aspects of the landscape. The influence of lighting conditions is considered in the interpretation of visual simulations and expected visual contrast.
- **Spatial Relationships**: The spatial relationship within a landscape is a major factor in determining the degree of contrast.

- **Motion**: Movement, such as that from increased vehicles or personnel, can draw attention to or away from a project

A weighted viewshed model was used to support our understanding of the influence of scale (as determined by the number of transmission towers visible) and spatial relationship on the impact magnitude. The weighted viewshed model considered the contribution of each tower to potential visibility such that the resulting "positive" signature for visibility indicated the number of towers visible from each pixel (Exhibit R, Attachment R-6b). Though this model provides a better indication of potential visibility of transmission towers, it is also limited in that it does not provide information on what Project features triggered the positive signature, or at what distance these features are located. Consequently, the weighted bare-earth model is of greatest utility in determining potentially visibility of a limited number of transmission towers.

IPC incorporated the contrast rating and environmental factors discussed above as criteria used to evaluate the "impact magnitude" indicator are shown in Table T-4-4 below.

Table T-4-4. Criteria Used to Determine Visual Contrast and Scale Dominance

Indicator	Criteria		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.

Magnitude of Impact – Resource Change and Viewer Perception

The determination of magnitude is used as the basis for evaluating the level of change to scenic quality and landscape character of the resource (resource change) and how that change would be perceived by viewers (viewer perception). Resource change and viewer perception were evaluated to determine the intensity of the visual impact.

Resource Change

Per the Council's rule OAR 345-001-0010(53), an important consequence is determined, in part, by assessing the impact of the proposed action on the natural resource. The impact to the natural resource was determined by measuring the change in baseline conditions of scenic quality/attractiveness and landscape character likely to result based on the design, construction, and operation of the Project. "Resource change" was considered low, medium, or high based upon the geographic extent of medium to high magnitude impacts and the degree to which those impacts alter scenic quality/attractiveness and/or character of the landscape (Table T-4-4). A change in landscape character could result if Project features introduce character attributes that deviate substantially from those present in the existing landscape such that the resulting landscape assumes a new character type.

BLM Visual Resource Management System

For those resources for which baseline scenic quality was assessed using BLM VRI assessment methodology (BLM 1986), change in scenic quality was determined by assessing potential change in any of the key factors used to asses scenic quality. Whether a reduction in score for any key factor used to assess scenic quality results in a change in scenic quality class is dependent on the overall post-Project score of the key factors for scenic quality. Although

each key factor considered in the assessment of scenic quality has the potential to change under post-Project conditions, the primary factors that tended to change based on operational conditions were "Adjacent Scenery" and "Cultural Modification." The level of change induced by either of these key factors under operational conditions provides one metric of the overall contribution of the Project to visual impacts.

As indicated in Table T-4-2, "Adjacent Scenery" considers the degree to which scenery outside the resource being evaluated enhances the overall impression of the scenery of the resource. The distance at which adjacent scenery will influence scenery within the rating unit typically ranges from 0 to 5 miles, depending upon the characteristics of the topography, the vegetative cover, and other such factors (BLM 1986). This factor is generally applied to units that would normally rate very low in score, but the influence of the adjacent unit would enhance the visual quality and raise the score. Under operational conditions, the contribution of adjacent scenery to overall scenic quality may be reduced in situations where the Proposed Route is located within the middleground distance zone of the scenic resource.

"Cultural modification" to landform/water, vegetation, and from the Project facilities within the resource being evaluated could also lower scenic quality scores. As indicated in Table T-4-2, cultural modification that detracts from scenic quality can be rated with a negative value, thereby lowering the overall scenic quality score.

USFS Scenery Management System

For those resources for which baseline scenic attractiveness was assessed using USFS SMS assessment methodology (USFS 1995), potential change in scenic attractiveness was assessed by considering change landscape attributes or cultural features that are expected to result from operation of the Project, and the extent to which those features could alter scenic attractiveness. The potential for reduction in scenic integrity was also considered in the assessment of the overall intactness of the landscape character.

For resources where there was a change in landscape character, scenic quality/attractiveness, or scenic integrity (resource change of medium or high) the Project's overall contribution to that change was disclosed.

Viewer Perception

Per the Council's rule OAR 345-001-0005(53), an important consequence is determined, in part, by the impact on the affected human population. The impact to the human population was interpreted as the extent to which an observer would perceive changes to valued landscape attributes. "Viewer perception" was ranked as low, medium, or high based on the location of the viewer relative to the medium to high magnitude impact (i.e., elevated, neutral, or inferior vantage point, and whether views are predominantly peripheral, or head-on) and the duration the impact would be viewed (episodic, intermittent, or continuous).

- **Angle of Observation:** The apparent size of a project is directly related to the angle between the viewer's line-of-sight and the slope upon which the project is to take place. As this angle nears 90 degrees (vertical and horizontal), the maximum area is viewable.
- **Length of Time the Project Is In View:** If the viewer has only a brief glimpse of the project, the contrast may not be of great concern. If, however, the project is subject to view for a long period, as from an overlook, the contrast may be very significant.
- **Season of Use:** Contrast ratings should consider the physical conditions that exist during the heaviest or most critical visitor use season, such as snow cover and tree defoliation during the winter, leaf color in the fall, and lush vegetation and flowering in the spring.

The criteria used to evaluate two indicators of intensity (resource change and viewer perception) are shown in Table T-4-5 below.

Table T-4-5. Criteria Used to Determine Resource Change and Viewer Perception

Indicator	Criteria		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR. the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).

PART 3: Consideration of Intensity, Causation, and Context

Per the Council's rule OAR 345-001-0010(53), an important consequence also considers the "context of the action or impact, its intensity, and the degree to which the degree to which the possible impacts are caused by the proposed action." Drawing from impact determinations made in Part 2, significance criteria addressing each of these components was assessed as described below.

Impact Intensity

Impact intensity was determined by considering the level of resource change and how those visual impacts were perceived by viewers. As shown in Table T-4-6, impacts were considered to be of high intensity if the level of resource change was ranked as high, despite whether visual impacts were perceived by viewers. Resource change ranked as medium was considered to be of high intensity where viewer perception of impacts was considered high.

Table T-4-6. Criteria Used to Determine Impact Intensity

	Resource Change		
Viewer Perception	**LOW**	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Adverse impacts rated as low ***intensity*** were not considered to be potentially significant and were not considered further. As stated previously, only long-term impacts were considered to be potentially significant. Accordingly, only long-term impacts of medium or high intensity were considered to be potentially significant.

Degree to Which the Possible Impacts are caused by the Proposed Action

The degree to which the possible impacts are caused by the proposed action is disclosed for resources determined to be adversely impacted by the Project. The contribution of the Project to adverse impacts is based on the level of resource change, taking into account baseline conditions (past or present actions) and direct and indirect impacts of the Project. Per the definition of "significant" in OAR 345-001-0010(53), an "important consequence" may occur either alone or in combination with other factors. Accordingly, the degree to which possible impacts may be caused by the Project is analyzed; however, this aspect of the significance criteria was not considered a discriminator of significance. Instead, it clarifies the potential role of the Project in altering baseline conditions by re-stating metrics used to determine a change in recreation opportunity.

The degree to which the possible impacts are caused by the proposed action was classified as follows:

- **Project Effects (P)**: The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.
- **Combined Effects (C)**: The scenic quality of the resource under post-project conditions is the result of the combined influence of the Project and other past or present actions. Additional narrative is provided for each resource, as applicable.

Context

For those impacts judged to be long-term and medium to high intensity, a determination of significance was made by considering the context of adverse impacts. The ***context*** of the impact considered the role of scenery as a valued attribute of the resource and the extent to which expected impacts are consistent with the standards and guidelines of relevant land management objectives. As follows, a conclusion of "less than significant" impact could be reached if the valued attributes of the resource could persist despite a high intensity impact. If, because of high intensity impacts, the resource no longer provided the valued scenic attribute(s) for which it was deemed important, the impact was found to be "significant."

Criteria used to evaluate context in order to come to an overall significance determination are described in Table T-4-7.

Table T-4-7. Criteria Used to Determine Context

Indicator	Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; **or,** Scenery is not a valued attribute of the resource.
Persistence of Scenic Value	**Persistence of Scenic Value is either:** **Not-Precluded.** Impacts would not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; **or,** **Precluded.** Impacts would preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.

As summarized in Table T-4-8 below, in order for an adverse visual impact to be potentially significant, it must affect a resource for which scenery is considered a valued attribute in such a manner that the valued scenic attribute no longer provides the scenic value for which it was designated or recognized.

Table T-4-8. Criteria Used to Determine Potentially Significant Adverse Impacts

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

A conclusion of "less than significant" could be reached if the valued scenic attributes of the resource could persist. If, because of high intensity impacts, the recreation opportunity would no longer provide the valued scenic attribute(s) for which it was deemed important, the impact was found to be "potentially significant."

2.6 Summary

For each important recreation opportunity, IPC performed a three-part analysis to determine whether the Project will result in a significant adverse impact: (1) established baseline visual conditions; (2) assessed potential visual impacts of the Project; and (3) considered intensity, causation, and context.

3.0 VISUAL IMPACT ASSESSMENT

The following pages contain the visual impact assessments for recreation opportunities identified per OAR 345-022-0100 for the Project. Visual impact assessments were performed according to the visual impact methodology described in the preceding pages of Attachment T-4.

3.1 Umatilla National Wildlife Refuge

Resource: Umatilla National Wildlife Refuge (NWR)

Relevant Exhibit: L, T

Relevant Plan: Umatilla NWR Comprehensive Conservation Plan (CCP) (FWS 2008)

Resource Type: Area-based

Relevant KOP(s): None

PART 1: Establish Baseline Conditions

Designation: The Umatilla NWR is managed by the Umatilla NWR Comprehensive Conservation Plan (FWS 2008). Goal 9 of the McNary and Umatilla Refuges CCP states,

> "Visitors and local residents enjoy", value, learn about, and support the Refuges". Objective 9d of Goal 9 is to "Enhance Viewing Opportunities at the McCormack Unit" (FWS 2008).

Interpretation of Designation: According to the United States Fish and Wildlife Service, providing waterfowl habitat is a major focus of the Umatilla NWR (FWS 2016). However, according to Objective 9d of the McNary and Umatilla Refuges CCP (2008), the McCormack unit is the focal point for Umatilla Refuge wildlife viewing activities. This is interpreted to mean that scenery is not an identified attribute for which the NWR was designated as a protected area, but it is considered an important aspect of the overall recreation experience at the NWR.

Resource Overview: The Umatilla NWR, which is part of the Mid-Columbia River NWR complex, comprises six units; two are located in Oregon, three are in Washington, and one is in the Columbia River (Figure T-4-1). 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. Specific resources within the NWR 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 (FWS 2008, 2012).

Per OAR 345-022-0040, Umatilla NWR is being evaluated as a Protected Area.

Per OAR 345-022-0080, Umatilla NWR is not considered a Scenic Resource.

Per OAR 345-022-0100, Umatilla NWR is being evaluated as a Recreation Resource.

Existing Conditions: The landscape of the Umatilla NWR appears expansive and flat to gently rolling, which creates softly curved, flowing and horizontal lines. Low-growing grasses and agricultural vegetation cover the landscape. Colors are generally muted tones of tan and light brown, with some brighter greens near riparian and agricultural areas. The wide, flat Columbia River sits along the northern boundary of the Umatilla NWR. Existing 500- and 230-kV transmission lines run north and south of the McCormack Unit along with several major highways, including Interstate 84 (I-84) to the south, such that the landscape character is considered a cultural landscape. Expansive views are available in all directions from the Umatilla NWR. Using BLM's visual resource inventory methods per Manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Umatilla NWR is considered low (class C) as shown below:

Umatilla NWR Scenic Quality Rating: Pre-Project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
1	1	0	2	2	1	-1	6 (C)

Viewers: Viewers will be participating in activities on the refuge including wildlife viewing, interpretation, hunting, fishing, and hiking, and their focus of view will not be directed to any one particular area.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

The Morgan Lake Alternative and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. This protected area is also located more than 10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative; consequently, potential visual impacts of the cleared ROW are also not considered further in this analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The analysis presented below pertains to the Proposed Route. Because of the proximity of the Proposed Route to West of Bombing Range Road Alternative 1 and West of Bombing Range Road Alternative 2, the results of this analysis are considered the same for those two Alternatives.

Proposed Route

The northern end of the Proposed Route is 1.3 to 12.0 miles from various parts of this NWR (Figure T-4-2). Recreational use areas within the McCormack Unit of the refuge, located northeast of Boardman, are within approximately 1.5 miles of the Proposed Route. The towers will be skylined but partially obstructed by the two existing transmission lines that are located between the Umatilla NWR and the Proposed Route such that moderate to strong contrast will likely persist out to a distance of 3 miles, and the towers associated with the Proposed Route will appear co-dominate with the surrounding landscape due to their size against the landscape and other existing development. The majority of the Umatilla NWR will be further than 3 miles from the Proposed Route, where the towers will introduce weak visual contrast and begin to appear subordinate to the landscape due to distance. The Proposed Route will lower the quality of the Umatilla NWR's adjacent scenery. However, adjacent scenery has a limited effect on the quality of the Umatilla NWR landscape, so this change will only result in a small change to the scenic quality scoring, and the overall scenic quality will not change. The landscape will remain a cultural landscape.

Umatilla NWR Scenic Quality Rating: Post-Project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
1	1	0	2	1	1	-1	5 (C)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Towers at their closest point will be approximately 1.5 miles from recreation areas within the Umatilla NWR. The towers will be skylined but partially obstructed by the two existing transmission lines that are located between the Umatilla NWR and the Proposed Route such that moderate to strong contrast may persist out to a distance of 3 miles. The transmission towers associated with the Proposed Route will appear co-dominate with the surrounding landscape due to their size against the landscape and other existing development. Therefore, the magnitude of impacts will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The Proposed Route will lower the quality of the Umatilla NWR's adjacent scenery. However, adjacent scenery has a limited effect on the quality of the Umatilla NWR landscape, so this change will only result in a small change to the scenic quality scoring, and the overall scenic quality will not change. The cultural landscape character will be maintained. Therefore, resource change will be medium.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the transmission towers associated with the Proposed Route will be primarily peripheral and intermittent as viewers will be situated throughout the Umatilla NWR and will not be directly facing the Project. Therefore, viewer perspective will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Impact magnitude will be medium, resulting from towers as close as 1.5 miles that will introduce moderate to strong contrast and appear co-dominant with the landscape. The towers will lower the quality of adjacent scenery to the Umatilla NWR; however, this change will only result in a small change to the scenic quality scoring, and the overall scenic quality and landscape character will not change so resource change will be medium. Views of the Proposed Route will be primarily peripheral and intermittent such that viewer perception will be medium.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under post-project conditions is the result of the combined influence of the Project and other past or present actions, including existing 500- and 230-kV transmission lines and several major highways, which collectively contribute to the cultural landscape character.

Context

Indicator	**Context Criteria**
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: Objective 9d is to enhance viewing opportunities at the McCormick Unit by expanding wildlife viewing, interpretation, and trail opportunties (USFS 2008). This is interpreted to mean that scenery of and from the McCormack unit is considered an important aspect of the overall recreation experience at the NWR.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: As mentioned above, the landscape character and scenic quality of the Umatilla NWR, including scenery viewed from the McCormack unit, will not change. Therefore, the Project will not cause a noticeable change in the landscape to individuals visiting the McCormack unit of the Umatilla NWR and will not preclude the McCormack unit from continuing to function as the focal point for Umatilla Refuge wildlife viewing activities.	

	Scenery as a Valued Attribute	**Persistence of Scenic Value**
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Scenery of and from the McCormack unit is considered an important aspect of the overall recreation experience at the Umatilla NWR. As mentioned above, the landscape character and

scenic quality of the Umatilla NWR, including scenery viewed from the McCormack unit, will not change. Therefore, the Project will not cause a noticeable change in the landscape to individuals visiting the McCormack unit of the Umatilla NWR and will not preclude the McCormack unit from continuing to function as the focal point for Umatilla Refuge wildlife viewing activities.

Summary and Conclusion

The Project will result in long-term visual impacts at the Umatilla NWR. The impacts will be medium intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. While the Project will result in such impacts, the impacts will not preclude the ability for the NWR to provide the scenic value at the McCormack unit to recreators, as was deemed important to the NWR. Therefore, visual impacts to the Umatilla NWR will be **less than significant**.

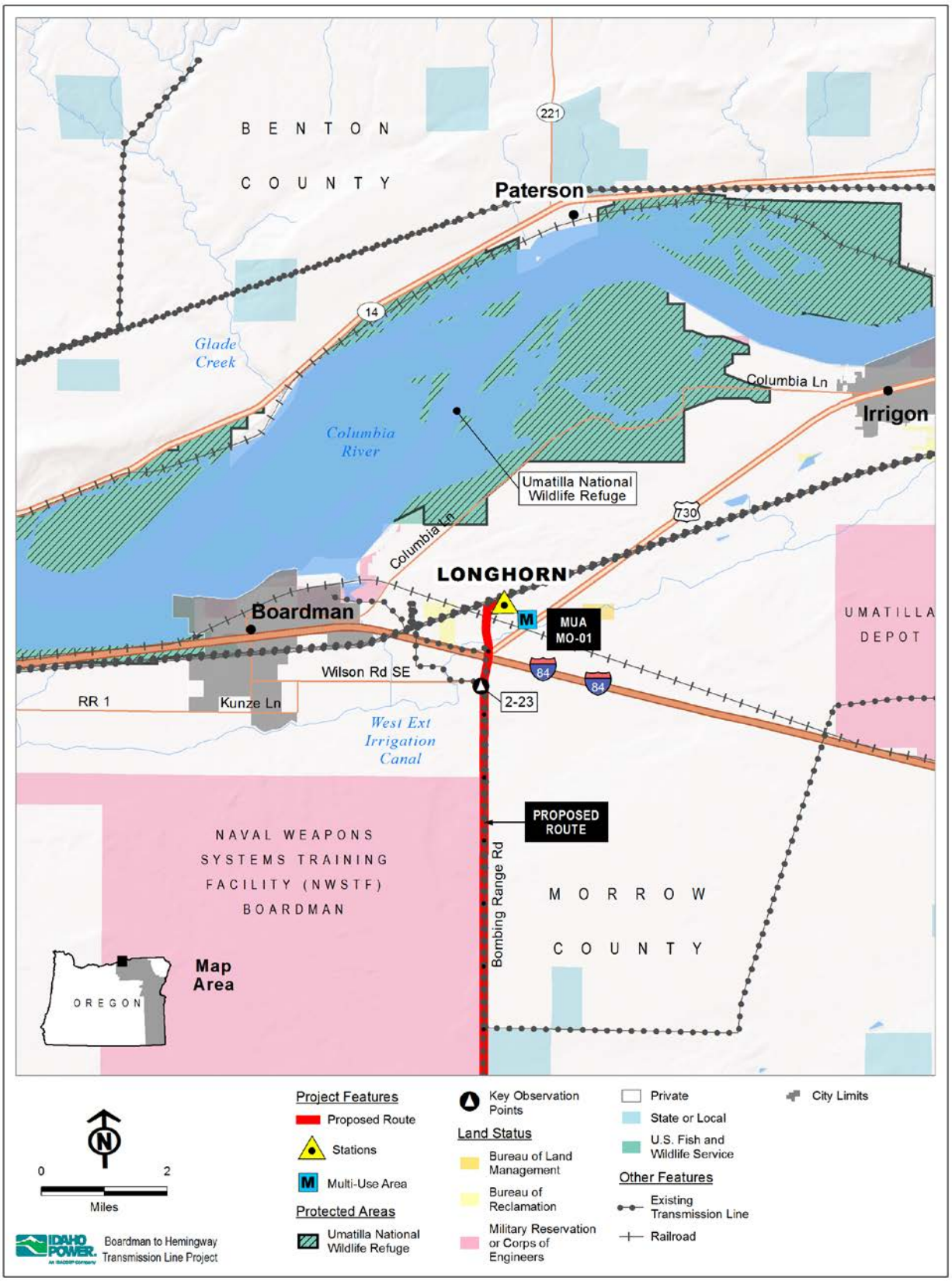

Figure T-4-2. Umatilla National Wildlife Refuge

3.2 Oregon Trail Interpretive Park at Blue Mountain Crossing

Resource: Oregon Trail Interpretive Park at Blue Mountain Crossing

Relevant Exhibit: T

Relevant Plan: USFS Wallowa-Whitman National Forest Management Plan (1990)

Resource Type: Area

Relevant KOP(s): 4-32

PART 1: Establish Baseline Conditions

Designation: This area is managed as a recreation site by the USFS. Scenery is managed to conform to the Retention Visual Quality Objective (VQO).

Interpretation of Designation: The purpose of this recreation opportunity is to provide the public with outdoor recreation opportunities including interpretive information about the Oregon Trail. Per the Retention VQO, changes to the landscape should not be evident.

Resource Overview: The interpretive park sits atop a plateau above I-84 to the west in a partially forested area (Figure T-4-3). The facility includes a picnic area and a paved trail with interpretive information about the Oregon Trail, including remnant trail ruts (USFS 2015). The Wallowa-Whitman National Forest lands around the KOP are managed by the USFS for recreation and other uses.

Per OAR 345-022-0040, Oregon Trail Interpretive Park at Blue Mountain Crossing is not considered a Protected Area.

Per OAR 345-022-0080, Oregon Trail Interpretive Park at Blue Mountain Crossing is not considered a Scenic Resource.

Per OAR 345-022-0100, Oregon Trail Interpretive Park at Blue Mountain is being evaluated as a Recreation Resource.

Existing Conditions: The interpretive park is located in the Maritime-Influenced Zone of the Blue Mountains Ecoregion. The visible terrain is typical of that ecoregion, and is characterized by a mostly flat, gently sloping uplifted plateau that has been eroded and dissected by ephemeral streams. While the plateau in the immediate foreground is lacking interesting features and mainly comprises low grasses, the hills and mountains in the background add some variety. In background views to the west, a moderately steep, gently undulating ridgeline is visible above one of the ridges in the middleground. The tall, coniferous trees immediately adjacent to this location add to the visual variety and scenic quality of the landscape. The foreground vegetation surrounding the resource is characterized by an almost uniform coverage of short, naturally appearing prairie grasses, with a few, short shrubs adding elements of contrast. Large patches of taller conifer trees are located along the edges of the plateau on the slopes of the hills, and are visible in middleground and background views to the west. Forested ridges are visible in the middleground to the west. The colors of the landscape predominantly consist of large patches of varying shades of green and tan, including dark green (conifers), and light green and tan (short grasses). Other patches of brown and tan, including pale, light brown and dark brown are also visible. There are also large patches of dark green coniferous trees visible in background views to the west. The texture of the vegetation is characterized by smooth grasses bordered by coarse, contrasting patches of taller conifers, with scattered, random shrubs appearing in the patches of smooth grasses. Human development includes narrow, curving paved access road and a series of picnic shelters, which are designed by the

USFS to appear as a series of rustic cabins. While these structures are visible, they exist in harmony.

Landscape character of the Oregon Trail Interpretive Park at Blue Mountain Crossing is natural appearing.

Scenic integrity is high – valued landscape character appears unaltered and deviations may be moderate but they mimic the landscape character so completely that they are not evident.

Scenic attractiveness is Class B, Typical resulting from moderately steep terrain, patchy to continuous mature vegetation, and rustic human development features that together provide positive, yet common, attributes of variety, unity, order, and pattern.

Viewer Groups: Viewers are park users participating in camping, picnicking, and viewing interpretive information and are primarily stationary.

PART 2: Impact Likelihood and Magnitude Assessment

Alternative Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, the Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The analysis presented below pertains to the Proposed Route and the cleared ROW of the Morgan Lake Alternative (analyzed because this recreation area falls within 10 miles of the ROW).

The Proposed Route will be sited just behind a ridgeline approximately 1 mile to the west of KOP 4-32. This analysis concludes that the Project could result in potentially adverse significant visual impacts, as the top portions of several towers were shown to be visible from the picnic area of the interpretive park (see Attachment T-5).

The visual simulation presented in Attachment T-5 demonstrates the appearance of lattice towers measuring 195 feet. The tower heights, as proposed, will measure between 115 feet and 165 feet in this location. As a result, it is expected that the visibility of towers will be reduced from what is illustrated in the simulation. As a result of this mitigation, it is expected that the portion of the tower that is visible will be reduced such that overall visual contrast will be weak and appear subordinate to the landscape due to the dense, mature trees that provide screening. Views of the Project will be primarily shielded from the eastern portion of the park where the trees are denser. The viewshed models provided in Attachment T-6 indicate that the cleared ROW of the Proposed Route and the Morgan Lake Alternative will not be visible from the Interpretive Park.

The landscape will maintain its natural appearing landscape character and scenic integrity will remain high. Scenic attractiveness of Class B (Typical) would be maintained. Views will be experienced from a neutral vantage point, and head on or intermittent depending on where the viewer was positioned within the resource.

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur**.**

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: The Proposed Route will be sited just behind a ridgeline approximately 1 mile to the west such that the top portions of several towers will be visible from the picnic area of the interpretive park, but the cleared ROW will be shielded from view by the ridge. Views of the Project will be primarily shielded from the eastern portion of the park where the trees are denser. The towers associated with the Proposed Route will introduce a weak level of contrast and appear subordinate to the landscape due to the dense, mature trees that provide screening. Therefore, the impact magnitude is low.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality and/or character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality; however, it will not reduce the scenic quality class or change the overall landscape character of the resource.	**High.** The geographic extent of medium to high magnitude impacts will lower the scenic quality class and will alter landscape character of the resource.
Explanation: Changes to the landscape would be minimal as a result of low magnitude impacts, such that the landscape character, scenic integrity, and scenic attractiveness would be maintained and resource change would be low.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views will be experienced from a neutral vantage point, and head on or intermittent depending on where the viewer was positioned within the resource. When viewing interpretive displays, viewer's attention will not be focused toward the Project. Therefore viewer perception is medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project will have low magnitude impacts as the majority of the towers will be screened from the dense, mature trees in and around the resource. The weak visual contrast and subordinance of the Project will not alter the landscape character, scenic integrity, or scenic attractiveness of the park, and the resource change will be low. Views will be experienced from a neutral vantage point, and head on or intermittent depending on where the viewer was positioned within the resource such that the viewer perception will be low. The resource will conform to the Retention VQO as the Project will not be visually evident. Taking into account mitigation, impact intensity will be low.

Degree to Which Impacts are Caused by the Project

The impacts disclosed in this assessment are caused by the Project and are not the result of other past or present actions.

Context

According to the visual impact methodology, an evaluation of context is not required, as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts to the Oregon Trail Interpretive Park. Impacts will be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Therefore, visual impacts to the Oregon Trail Interpretive Park will be **less than significant**.

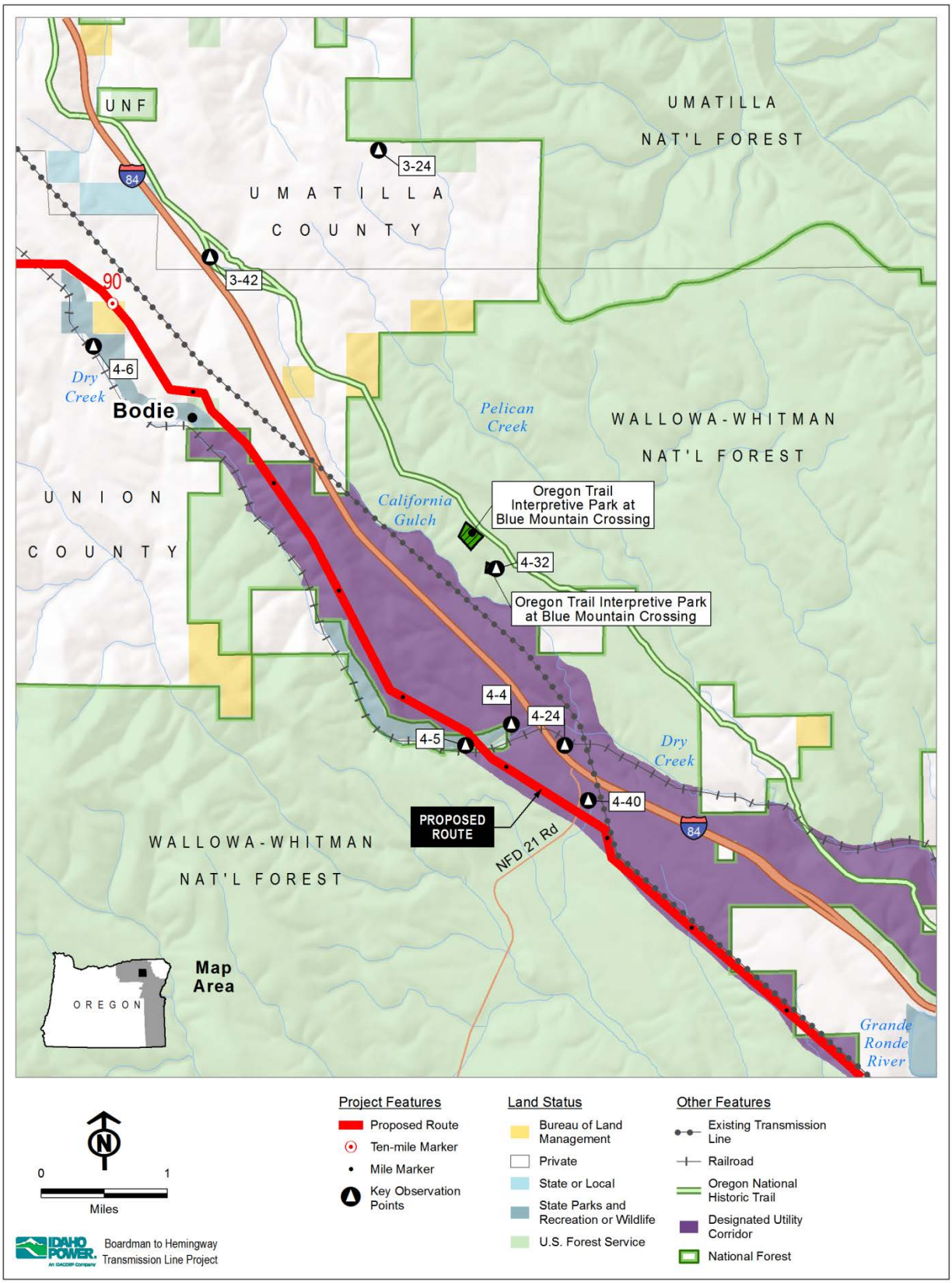

Figure T-4-3. Oregon Trail Interpretive Park at Blue Mountain Crossing

3.3 Blue Mountain Forest Wayside/Blue Mountain Forest State Scenic Corridor

Resource: Blue Mountain Forest Wayside/Blue Mountain Forest State Scenic Corridor

Relevant Exhibit: L, R, T

Relevant Plan: Union County Comprehensive Plan/Oregon Parks and Recreation Department (OPRD)

Resource Type: Linear Corridor

Relevant KOP(s): 4-5

PART 1: Establish Baseline Conditions

Designation: The Union County (1979) Land Use Plan notes:

> "*Several areas in the County have been considered by either State or Federal agencies for inclusion into their respective scenic programs. The only two areas actually designated are shown on the Plan Map as the Blue Mountain Forest Wayside and the Minam River, both designated by the Oregon Transportation Commission*." (Appendix J, Scenic Areas [p. 99])

The Blue Mountain Forest Wayside is described as an approximately 0.5-mile-wide corridor located along I-84, west of La Grande (Figure T-4-4). The corridor was designated to preserve the scenic character of this portion of the Grande Ronde River and provide a rest area for travelers.

Union County (1984) supplemented the land use plan to provide additional information about Goal 5 resources. Section IX of the supplement addresses Outstanding Scenic Views and Sites (p. 44), indicating that the Blue Mountain Forest Wayside is given special consideration by the Oregon Department of Transportation and that no conflicting uses are anticipated. Union County planning staff indicated there are no planned updates or amendments to the Union County Comprehensive Plan at this time (Jenkins, H., Union County, personal communication, November 7, 2012).

The Blue Mountain Forest State Scenic Corridor and Blue Mountain Forest Wayside are administered by OPRD. These resources are partially coextensive, and as such, will be collectively referred to as the Blue Mountain Corridor.

Though no planning document has been prepared for this resource, OPRD describes it as property providing the public with an opportunity to experience one of the few examples of mature evergreen forests along I-84 (OPRD 2016b).

Interpretation of Designation: OPRD provided the following comment on draft Exhibit R, prepared by IPC:

> "*OPRD owns the property in Union County identified as the Blue Mountain Forest Wayside. The property is managed as a State Scenic Corridor providing the public with an opportunity to relax and enjoy one of the few examples of mature evergreen forests along I-84. Blue Mountain Forest State Scenic Corridor is composed of intermittent stands of old-growth ponderosa pine, western larch, lodgepole pine and grand fir and contains undisturbed examples of native plants and animals…All attempts to locate this project outside of the viewshed, or at the extreme edge of, allowing for no visibility should be made to ensure future generations can enjoy this unique area*." (Alice Beals, OPRD, personal communication, October 8, 2012)

Based on the comment provided by OPRD, IPC interprets the scenic value of this resource to be the aesthetic quality of contiguous old growth within the Blue Mountain scenic corridor. The "natural appearing" character of the resource should be maintained as perceived from the Old Emigrant Hill Scenic Frontage Road in the Blue Mountains.

Resource Overview: The Blue Mountain Corridor is located along segments of the Old Emigrant Hill Scenic Frontage Road in the Blue Mountains. The Blue Mountain Corridor boundary includes approximately 990 acres within five separate parcels, all of which are within the visual analysis area. In general, the parcels are relatively long, narrow, linear features. Visitors typically access the Blue Mountain Corridor via one or more of three I-84 interchanges.

From northwest to southeast, the Blue Mountain corridor begins in the vicinity of Deadman's Pass, as the route climbs Emigrant Hill into the Blue Mountains. The first corridor parcel spans a stretch of Old Emigrant Hill Road for approximately 0.5 mile near the headwaters of Mission and Cottonwood creeks. Approximately 2 miles farther east, the second Blue Mountain Corridor parcel follows I-84 and Old Emigrant Hill Road to the east and south for about 6.4 miles. This parcel ends just southeast of Emigrant Springs State Heritage Area and about 2 miles north of the small community of Meacham.

The third Blue Mountain Corridor parcel begins just south of Meacham and follows I-84 for 1.4 miles. It then angles south for approximately 3.6 miles along Old Emigrant Hill Scenic Frontage Road to Kamela, with approximately the last 0.5 mile in Union County.

The fourth Blue Mountain Corridor segment begins less than 1 mile from the end of the third parcel, about 0.7 mile southeast of Kamela, following Old Emigrant Hill Scenic Frontage Road and the Union Pacific Railroad for approximately 2 miles. This Blue Mountain Corridor parcel is located from 1 to 1.5 miles west of I-84 in Railroad Canyon.

The fifth parcel of the Blue Mountain Corridor begins near Motanic and extends to the southeast and east for nearly 3 miles. The eastern end of this parcel is just on the east side of I-84 near Exit 248, about 11 miles northwest of La Grande. This parcel is also located within Railroad Canyon and follows the course of Dry Creek, Old Emigrant Hill Scenic Frontage Road, and the Union Pacific Railroad. Most of this Blue Mountain Corridor parcel is roughly parallel to I-84 and is located about 0.5 mile to 1 mile southwest of the highway.

The resource is considered viewer-based, with scenic value perceived by viewers as they travel along the corridor.

Per OAR 345-022-0080, Blue Mountain Forest State Scenic Corridor is being evaluated as a Scenic Resource.

Per OAR 345-022-0040, Blue Mountain Forest State Scenic Corridor is being evaluated as a Protected Area.

Per OAR 345-022-0100, Blue Mountain Forest State Scenic Corridor is being evaluated as a Recreation Resource.

Existing Conditions: The Blue Mountain Corridor is located in the Maritime-Influenced Zone of the Blue Mountains Ecoregion. Existing topography is primarily rolling, punctuated by the straight to curvilinear lines created by steep drainages. Existing vegetation is dominated by ponderosa pine, western larch, lodgepole pine, and grand fir, and appears nearly contiguous along the edges of the Old Emigrant Hill Scenic Frontage Road.

The Old Emigrant Hill Scenic Frontage Road is characterized as a narrow, two-lane road that winds naturally along the upper portion of a steep valley wall. The roadway runs adjacent to a heavy-rail line to the south. Views to the southwest across the valley are primarily blocked by dense vegetation along the perimeter. Intermittent views across the valley are characterized by

a mosaic of open meadows, irregularly shaped forest patches, and a network of forest roads. Views to the north/northwest of the Frontage Road are dominated by the steep slope of the valley wall. This steep viewing angle precludes views to the ridgeline along the majority of the corridor. One notable exception is located at the northern extent of parcel 4, where eastbound travelers experience temporary views of rock outcroppings along the ridgeline that extend briefly to the foreground-middleground distance zone. The eastern-most terminus of the scenic corridor crosses I-84.

Landscape Character is largely "natural appearing."

Scenic Attractiveness: Class B, Typical.

Scenic Integrity: High – Valued landscape character appears unaltered. Deviations may be present but they mimic the landscape character so completely that they are not evident.

Viewer Groups: Roadway travelers along Old Emigrant Hill Scenic Frontage Road.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Project will cross the fifth parcel of the scenic corridor between project mileposts (MP) 94.6 and 94.7 near KOP 4-5. Two towers will be sited outside the scenic corridor and support the line span across the resource. No towers will be placed within the scenic corridor. The Project will be primarily visible from parcels 5 and 6.

The project, including access roads and pulling and tensioning sites, will be situated on the crest of the ridgeline to the north of the sixth parcel of the scenic corridor, outside of the scenic corridor boundary. The steep angle of observation would preclude views of project features from Old Emigrant Hill Scenic Frontage Road. The perimeter of the roadway will remain forested, thereby screening structures from view by roadway travelers. Roadway travelers approaching where the project crosses the Frontage Road will experience views of the conductors spanning the road in the foreground. Visual contrast of the conductors will be weak.

The tops of some towers may be visible from the Old Emigrant Hill Scenic Frontage Road near the northern and southern ends of parcel 5 at distances of approximately 0.2 mile. The perimeter of the roadway within all six parcels will remain forested, which coupled with steep viewing angles from many locations along the roadway, will limit the portion of the towers visible to the top. Visual contrast will be weak and the towers will appear subordinate where visible, since they will be partially screened. Viewer exposure will be brief and experienced both head-on and peripherally for all parcels. Old Emigrant Hill Scenic Frontage Road will be used as an access road; however, no substantial improvements to this roadway will occur. Other access roads, including existing roads requiring improvement and new bladed roads, will be located on the northwest side of the Proposed Route. Pulling and tensioning sites will be located adjacent to the scenic corridor.

The cleared ROW of either the Proposed Route or the Morgan Lake Alternative will not be visible from roadway viewing platforms within any of the scenic corridor parcels due to steep

viewing angles and tall, mature vegetation bordering the roadway. The Landscape Character will remain primarily natural appearing. Scenic Attractiveness will remain Class B (Typical). Scenic Integrity will remain high. Valued landscape character appears unaltered. Deviations may be present, but they mimic the landscape character so completely that they are not evident.

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: The towers located outside of the Blue Mountain Forest State Scenic Corridor and the conductor spanning the resource will be visible from Old Emigrant Hill Scenic Frontage Road for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Project features will be largely outside of the viewshed of the Old Emigrant Hill Scenic Frontage Road. Steep slopes and tall, mature vegetation abut the road such that the viewing angle is severe, limiting the extent of views. Additionally, the Proposed Route is primarily sited on the north side of the ridgetop, predominantly outside of the viewshed of the road. Where the Proposed Route crosses the corridor, the conductors will introduce weak visual contrast and will be subordinate to existing landscape features due to shielding by vegetation and topography. Therefore, impact magnitude will be low.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness and/or character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality; however, it will not reduce the scenic quality class or change the overall landscape character of the resource.	**High.** The geographic extent of medium to high magnitude impacts will lower the scenic quality class and will alter landscape character of the resource.
Explanation: The landscape will remain primarily natural appearing. Scenic attractiveness will remain Class B (Typical). Scenic integrity will remain high. Valued landscape character appears unaltered. Deviations may be present, but they mimic the landscape character so completely that they are not evident. Therefore, resource change will be low.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/ middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Viewer exposure will be brief and experienced both head-on and peripherally for all parcels. Additionally, viewing angle will typically be severe such that drivers will not experience it. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project will have low magnitude impacts as steep slopes and tall, mature vegetation will create severe viewing angles, limiting the extent of views, and no towers will be visible where the Proposed Route crosses the scenic corridor. The landscape will remain primarily natural appearing, scenic attractiveness will remain Class B (Typical), and scenic integrity will remain high such that resource change will be low. Viewer exposure will be brief and experienced both head-on and peripherally for all parcels. Viewing angle will typically be severe such that viewer perception will be low. Therefore, impact intensity will be low.

Degree to Which the Possible Impacts are Caused by the Proposed Action

The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.

Context

According to the visual impact methodology, an evaluation of context is not required, as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts at the Blue Mountain Forest Wayside/Blue Mountain Forest State Scenic Corridor. However, impacts will be of low magnitude and viewer perception will be low. Impacts will be of low intensity and **less than significant**.

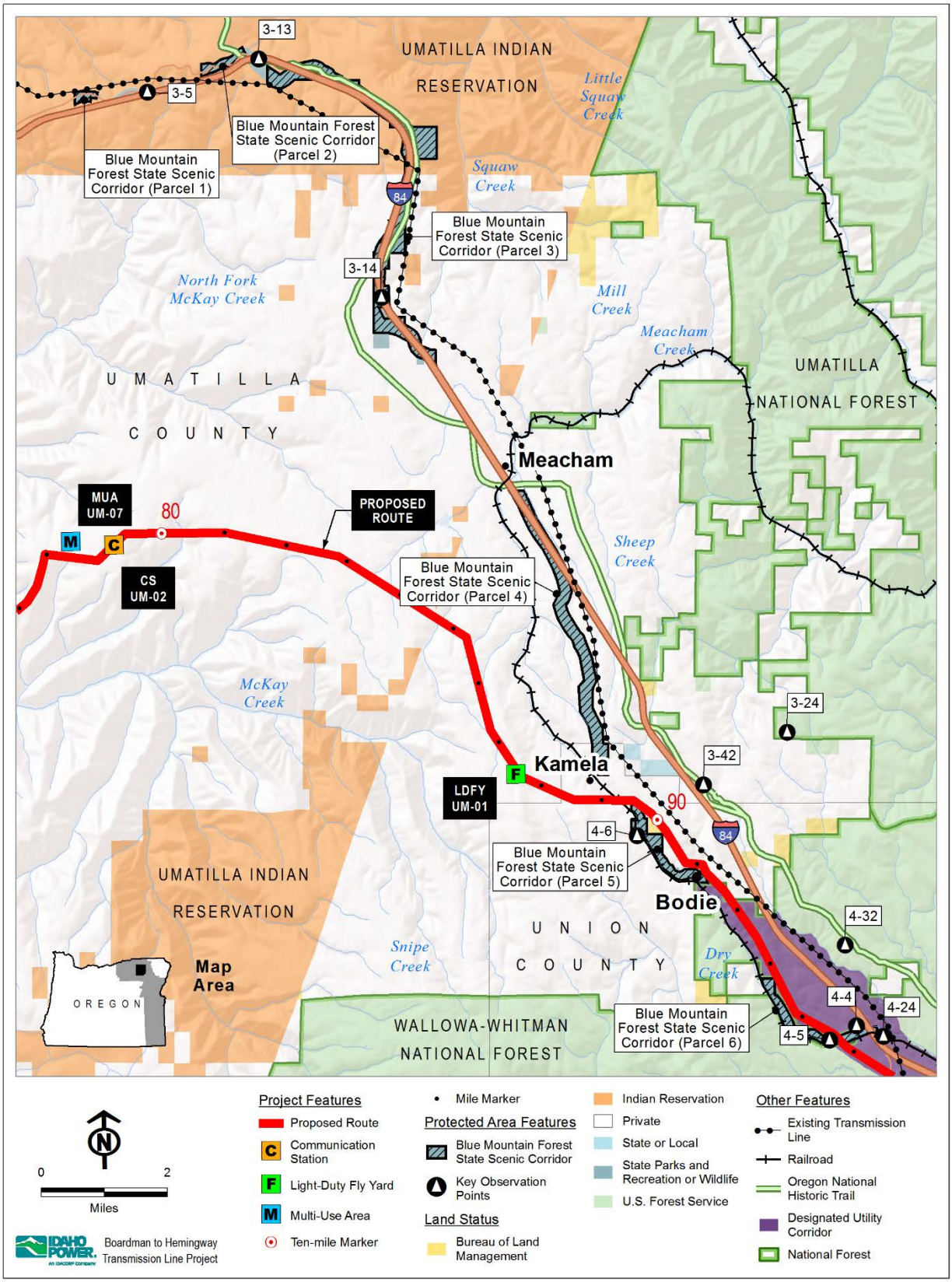

Figure T-4-4. Blue Mountain Forest State Scenic Corridor

3.4 Hilgard Junction State Park

Resource: Hilgard Junction State Park

Relevant Exhibit: L, T

Relevant Plan: No applicable land use plan.

Resource Type: Area

Relevant KOP(s): 4-19

PART 1: Establish Baseline Conditions

Designation: There is no management plan prepared to date for the Hilgard Junction State Park. The mission of the OPRD is to "provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations" (OSP 2016).

Interpretation of Designation: The Hilgard Junction State Park provides the public with day-use and overnight recreation opportunities along the Grand Ronde River. Although there is no management plan for the Hilgard Junction State Park, the landscape setting of the Hilgard Junction State Park, including cottonwood and ponderosa pine forests and the Grande Ronde River, is considered an aspect of the State Park experience as included on the park's website (OPRD 2016a). This is interpreted to mean that the landscape setting is an important aspect of the overall recreation experience provided by this recreation opportunity.

Resource Overview: Hilgard Junction State Park is a designated unit of the Oregon State Park system and is administered by the OPRD. The Hilgard Junction State Park property includes three parcels and a total of 1,084 acres. The Hilgard Junction State Park parallels I-84 for more than 4 miles, with almost all of the State Park located on the south side of the highway (Figure T-4-5). The western end of the Hilgard Junction State Park is slightly to the west of the I-84 interchange with State Highway 244 (Exit 252, Hilgard Junction), approximately 8 miles west of La Grande. The eastern end of the Hilgard Junction State Park is at Wilson Canyon, about 2 miles from the western outskirts of La Grande.

The developed facilities at the Hilgard Junction State Park are located south of the interchange and on the north bank of the Grande Ronde River. The facilities include an Oregon Trail interpretive shelter and a campground with 18 recreational vehicle and tent camping sites, potable water, and restrooms with flush toilets along the river upstream of the State Highway 244 bridge across the river (OPRD 2016b). A day-use area with picnic tables, water, restrooms, and horseshoe pits is situated downstream of the bridge. In addition to camping and picnicking, the Hilgard Junction State Park is popular for fishing, rafting trips, and other water-based activities.

Per OAR 345-022-0040, Hilgard Junction State Park is being evaluated as a Protected Area.

Per OAR 345-022-0080, Hilgard Junction State Park is not considered a Scenic Resource since there is no management plan that includes scenery as an important value of the park.

Per OAR 345-022-0100, Hilgard Junction State Park is being evaluated as a Recreation Resource.

Existing Conditions: Because of its forested setting and location near USFS-administered lands, this resource was evaluated using methods adapted from the USFS Scenery Management System (USFS 1995).

The landscape of the Hilgard Junction State Park includes a flat, grassy area for day use (KOP 4-19). The day-use area is located at a lower elevation along the river such that the landscape is moderately enclosed with limited middleground views available to the southwest. Campsites are located on a flat grassy area adjacent to the Grande Ronde River.

The Grande Ronde River has cut a wide, curving path through the landscape and has formed a complex network of hills and ridges with moderately steep sides. Unobstructed views of both a river of this size and the wide variety of vegetation along its banks are interesting and memorable. The steep and incised valley walls are characterized by diagonal and curved lines that extend toward the valley floor. Prominent lines of the valley floor are horizontal and sinuous. Mature cottonwoods and ponderosa pines are common throughout the Hilgard Junction State Park. Vegetation consists of a variety of species and patterns. Thin patches of short grasses are located along the flat floodplain bordering the river. Sparse clusters of tall, conical conifers can be seen on the slopes of some of the hills surrounding the alluvial plains. The clusters become more dense on some of the steeper slopes on the hills in middleground views to the west. Thin strips of low, round shrubs, taller grasses, and tall, deciduous trees can also be seen along the banks of the river. The colors of the vegetation predominantly consist of large patches of varying shades of green and tan, including dark green (conifers) and vibrant green (short grasses), and light tan and grayish red (shrubs and taller grasses). The wide, flat, meandering, greenish-blue, smooth to rippling Grande Ronde River and the surrounding valley walls comprise the primary scenic attribute of the Hilgard Junction State Park. The steep topography flanking the river encloses the landscape around the river, including the camping area, limiting views to within the valley walls.

Human development consists of the wide, curving band of a rural highway (State Highway 244), and the moderately tall linear wood-poles of an existing electric transmission line. A narrow access road has been cut into the slope paralleling the river, creating a thick band of exposed rock and dirt. Numerous park recreational facilities, such as informational kiosks, picnic tables, and fire pits, are also visible. While these structures are visible, they do not dominate the landscape.

The landscape has a cultural character with moderate scenic integrity, as both the development and natural features leave lasting impressions.

Scenic attractiveness was classified as Class A (Distinctive) due to the positive attributes of the steep valley, winding river, and dense vegetation that combine to provide strong attributes of variety, unity, vividness, harmony, pattern, and balance that are unique to the area.

Viewers: The primary viewer groups include recreators participating in day-use or overnight activities. Viewers will be located both on land and on the water and will experience the landscape setting in both a stationary and transient manner (for those floating the river). However, visitor facilities are limited and overall visitor use in this area is low.

PART 2: Impact Likelihood and Magnitude Assessment

Alternative Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route is located about 0.3 mile west of the Hilgard Junction State Park at its closest point. However, the parcel closest to the Proposed Route is used for administrative purposes only and does not have any recreational uses. The next closest parcel is the day-use area of the Hilgard Junction State Park, which is used for recreational purposes and is located within 0.7 mile of the Proposed Route. From this area, transmission towers will appear partially skylined and situated behind a ridgeline that will partially obstruct them from view. The majority of the campsites and areas of the Hilgard Junction State Park near the river are outside of the modeled viewshed due to the steep topography surrounding the river limiting views to the foreground. Towers will be visible from the highlands along the southern boundary of the Hilgard Junction State Park, south of the camping area. Viewshed models indicate the cleared ROW will not be visible from the day-use or camping areas of the Hilgard Junction State Park. Although views from the day-use area will include head-on views of the Proposed Route, predominant views will be peripheral and intermittent. The landscape will retain its cultural landscape and moderate scenic integrity. The scenic attractiveness will be maintained as class A (Distinctive) because the areas within the river valley containing the positive visual attributes unique to the area are enclosed and will not be affected by the Project.

Morgan Lake Alternative

The Morgan Lake Alternative Route is located greater than 0.4 mile from Hilgard Junction State Park and within 10 miles of the forested portion of that Alternative Route. Visual impacts from the Morgan Lake Alternative will be similar to those described for parallel portions of the Proposed Route. However, due to the steep topography and forest vegetation adjacent to the Hilgard Junction State Park, views will not extend beyond the foreground. Consequently, there is a low likelihood that the cleared ROW of the Morgan Lake Alternative will be visible. Impacts form the cleared ROW where the Morgan Lake Alternative crosses forested portions of the analysis area are not discussed further.

Likelihood of Impact

IPC considered all identified impacts to be “likely” to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Transmission towers will be located within 0.7 mile of the day-use area of the Hilgard Junction State Park. These towers will be partially skylined and situated behind a ridgeline that will partially obstruct them from view such that visual contrast will be moderate and the towers will appear co-dominant with the surrounding landscape. Impact magnitude will be medium from the day-use area (KOP 4-19).			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The landscape will retain its cultural landscape and moderate scenic integrity. The scenic attractiveness will be maintained as Class A, Distinctive, because the areas within the river valley containing the positive visual attributes unique to the area are enclosed and will not be affected by the Project. Therefore, resource change will be low.			

Indicator	Criteria used to Determine Resource Change		
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: The majority of the campsites and areas of the Hilgard Junction State Park near the river are outside of the modeled viewshed due to the steep topography surrounding the river limiting views to the foreground. Although views from the day-use area will include head-on views of the Proposed Route, views will be predominantly peripheral and intermittent, such that viewer perception will be low for Hilgard Junction State Park overall.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Impact magnitude will be medium from the day-use area of the Hilgard Junction State Park, where the towers will be as close as 0.7 mile, partially skylined and partially obstructed by topography. The landscape will retain its cultural landscape, moderate scenic integrity, and Class A, Distinctive, scenic attractiveness since the areas within the river valley containing the positive visual attributes unique to the area are enclosed and will not be affected by the Project. Therefore, resource change will be low. Views from the day-use area will be predominantly peripheral and intermittent and primarily blocked from the camping areas, such that viewer perception will be low for Hilgard Junction State Park overall. Therefore, visual impacts will be low intensity.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions, including State Highway 244 and an existing electric transmission line, which collectively are consistent with the cultural landscape character.

Context

According to the visual impact methodology, an evaluation of context is not required as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts to the Hilgard Junction State Park. The impacts will be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Therefore, visual impacts to the Hilgard Junction State Park will be **less than significant**.

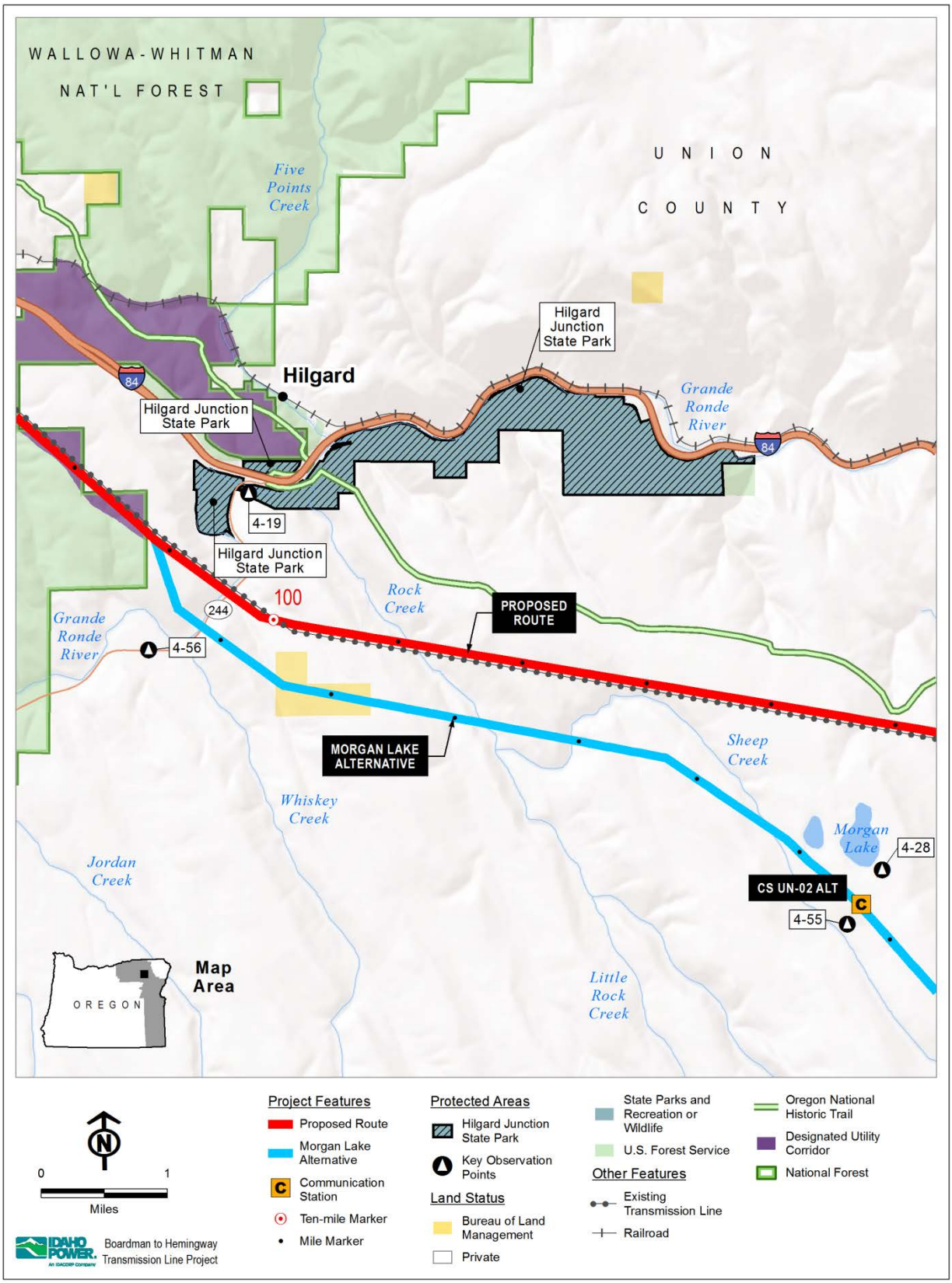

Figure T-4-5. Hilgard Junction State Park

3.5 Morgan Lake Park: Proposed Route

Resource: Morgan Lake Park

Relevant Exhibit: T

Relevant Plan: N/A

Resource Type: Area

Relevant KOP(s): 4-28

PART 1: Establish Baseline Conditions

Designation: Morgan Lake Park is a municipal park owned and operated by the City of La Grande. The purpose of the park is to provide the citizens of Union County an inexpensive, easily accessible area for a broad range of outdoor recreational activities, including fishing, camping, and nature hikes.

Interpretation of Designation: There are no specific management objectives for scenic resources. However, enjoying scenery is mentioned as one of the activities offered by the park (City of La Grande 2016); therefore, scenery is considered a valued attribute of this recreation opportunity.

Resource Overview: Morgan Lake Park is one of 11 municipal parks provided by the City of La Grande Parks and Recreation Department. The park is unusual in that it is located outside the city limits, approximately 3 miles southwest of La Grande, and accommodates overnight camping (Figure T-4-6). The park includes 204.5 acres and is considered a regional park (City of La Grande 2016). Park facilities include 12 campsites, 5 barbeque pits, 4 fishing piers, a restroom, a boat launch, and a floating dock. There is no fee for camping and no motors are allowed on the lake (City of La Grande 2016). The lake provides year-round fishing opportunities.

Per OAR 345-022-0040, Morgan Lake Park is not considered a Protected Area.

Per OAR 345-022-0080, Morgan Lake Park is not considered a Scenic Resource.

Per OAR 345-022-0100, Morgan Lake Park is being evaluated as a Recreation Resource.

Existing Conditions: Morgan Lake Park comprises Morgan Lake, the shoreline, and the treed areas immediately surrounding it to the south and east. The landscape is primarily flat, with the lake being the primary feature, appearing smooth, flat, and reflective. The hills surrounding the park are smooth, with rounded slopes and little exposed rock. To the west from the park entrance (KOP 4-28), a moderately steep, gently undulating ridgeline is visible above one of the ridges in the middleground. The foreground vegetation surrounding the park entrance is characterized by an almost uniform coverage of short, natural-appearing prairie grasses, with a few, short shrubs adding elements of contrast. The colors of the landscape predominantly consist of large patches of varying shades of green and tan, including dark green (conifers) and light green and tan (short grasses). Other patches of brown and tan, including pale, light brown and dark brown, are also visible. There are also large patches of dark green coniferous trees visible in background views to the south and west. The most visible man-made structures consist of a narrow, curving gravel road, and a short, barbed-wire fence line that defines the border of the Morgan Lake Park day-use area. The low, diagonal roof of a picnic shelter is also visible in foreground views to the west. While these structures are visible, they exist in harmony. This resource is located within a semi-forested setting; therefore, assessments of landscape character and quality were made using USFS methodology.

The **landscape character** is natural appearing.

Scenic integrity is high as the human developments are harmonious with the landscape.

Scenic attractiveness is class B, Typical, due to the positive, yet common attributes of unity, intactness, harmony, and balance.

Viewer Groups: Viewers include individuals recreating at Morgan Lake Park, participating in picnicking, camping, hiking, and fishing from both the lake and the shore; therefore, views are both transient and stationary.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route is located 0.6 mile north of the park at its closest point. Conditions observed in the field and more specific desktop analysis indicate there will be a low level of project visibility as a result of vegetation and topography north of the park that will largely screen views of the Proposed Route. Due to low visibility, visual contrast will be weak and the towers will appear subordinate to the larger landscape and vegetated ridgeline. New, bladed roads and pulling and tensioning sites and a multi-use site will be located approximately 1.0 mile northeast of the park; both will be blocked by vegetation. Views of the Project will be experienced from a neutral position and will be peripheral and head-on, intermittent and continuous depending on viewer position and activity. Vegetation will block views of the towers from most locations in the park, so viewer perception could be intermittent and peripheral while viewers are moving through the park, but could be continuous and/or head-on while engaging in activities such as camping, picnicking, and fishing. Due to the weak visual contrast introduced by the Project, the landscape character, scenic integrity, and scenic attractiveness of the park will be maintained. The cleared ROW of the Proposed Route will not be visible from Morgan Lake Park.

Likelihood of Impact

IPC considered all identified impacts to be “likely” to occur.

Magnitude of Impact – Impact Duration

Indicator	Criteria used to Determine Impact Duration		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Due to low visibility, visual contrast will be weak and the towers will appear subordinate to the larger landscape and vegetated ridgeline. Therefore, impact magnitude will be low.			

1 Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: Due to the weak visual contrast introduced by the Project, the landscape character, scenic integrity, and scenic attractiveness of the park will be maintained. Therefore, resource change will be low.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/ middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be experienced from a neutral position and will be equally peripheral and head-on, intermittent and continuous. Vegetation will block views of the towers from most locations in the park, so viewer perception could be intermittent and peripheral while viewers are moving through the park, but could be continuous and/or head-on while engaging in activities such as camping, picnicking, and fishing. Therefore, viewer perception will be medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Impact magnitude will be low as the majority of the towers will not be visible, visual contrast will be weak, and the towers will appear subordinate to the landscape. Due to the weak visual contrast introduced by the Project, the landscape character, scenic integrity, and scenic attractiveness of the park will be maintained such that resource change will be low. Views of the Project will be experienced from a neutral position and will be equally peripheral and head-on, intermittent and continuous, such that viewer perception will be medium. Visual impacts will be of low intensity.

Degree to Which Impacts are Caused by the Project

The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.

Context

According to the visual impact methodology, an evaluation of context is not required, as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts to Morgan Lake Park. Impacts will be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Therefore, visual impacts to Morgan Lake Park will be **less than significant**.

3.7 Morgan Lake Park: Morgan Lake Alternative

Resource: Morgan Lake Park

Relevant Exhibit: T

Relevant Plan: N/A

Resource Type: Area

Relevant KOP(s): 4-28

PART 1: Establish Baseline Conditions

Designation: Morgan Lake Park is a municipal park owned and operated by the City of La Grande. The purpose of the park is to provide the citizens of Union County an inexpensive, easily accessible area for a broad range of outdoor recreational activities, including fishing, camping, and nature hikes.

Interpretation of Designation: There are no specific management objectives for scenic resources. However, enjoying scenery is mentioned as one of the activities offered by the park (City of La Grande 2016); therefore, scenery is considered a valued attribute of this recreation opportunity.

Resource Overview: Morgan Lake Park is one of 11 municipal parks provided by the City of La Grande Parks and Recreation Department. The park is unusual in that it is located outside the city limits, approximately 3 miles southwest of La Grande, and accommodates overnight camping (Figure T-4-6). The park includes 204.5 acres and is considered a regional park (City of La Grande 2016). Park facilities include 12 campsites, 5 barbeque pits, 4 fishing piers, a restroom, a boat launch, and a floating dock. There is no fee for camping and no motors are allowed on the lake (City of La Grande 2016). The lake provides year-round fishing opportunities.

Per OAR 345-022-0040, Morgan Lake Park is not considered a Protected Area.

Per OAR 345-022-0080, Morgan Lake Park is not considered a Scenic Resource.

Per OAR 345-022-0100, Morgan Lake Park is being evaluated as a Recreation Resource.

Existing Conditions: Morgan Lake Park comprises Morgan Lake, the shoreline, and the treed areas immediately surrounding it to the south and east. The landscape is primarily flat, with the lake being the primary feature, appearing smooth, flat, and reflective. The hills surrounding the park are smooth, with rounded slopes and little exposed rock. To the west from the park entrance (KOP 4-28), a moderately steep, gently undulating ridgeline is visible above one of the ridges in the middleground. The foreground vegetation surrounding the park entrance is characterized by an almost uniform coverage of short, natural-appearing prairie grasses, with a few, short shrubs adding elements of contrast. The colors of the landscape predominantly consist of large patches of varying shades of green and tan, including dark green (conifers) and light green and tan (short grasses). Other patches of brown and tan, including pale, light brown and dark brown, are also visible. There are also large patches of dark green coniferous trees visible in background views to the south and west. The most visible man-made structures consist of a narrow, curving gravel road, and a short, barbed-wire fence line that defines the border of the Morgan Lake Park day-use area. The low, diagonal roof of a picnic shelter is also visible in foreground views to the west. While these structures are visible, they exist in harmony. This resource is located within a semi-forested setting; therefore, assessments of landscape character and quality were made using USFS methodology.

The **landscape character** is natural appearing.

Scenic integrity is high as the human developments are harmonious with the landscape.

Scenic attractiveness is class B, Typical, due to the positive, yet common attributes of unity, intactness, harmony, and balance.

Viewer Groups: Viewers include individuals recreating at Morgan Lake Park, participating in picnicking, camping, hiking, and fishing from both the lake and the shore; therefore, views are both transient and stationary.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Morgan Lake Alternative

The Morgan Lake Alternative is located 0.2 mile southwest of the park at its closest point. The towers associated with the Morgan Lake Alternative will be visible from portions of the park, primarily the access road and parking areas located to the south of the lake. Vegetation located along the southern perimeter of the lake will screen views from campsites and locations on the water. Visual contrast from these areas will be weak-moderate and the tops of towers will appear subordinate to the larger landscape and vegetated ridgeline. New, bladed roads and pulling and tensioning sites and a multi-use site will be located approximately 0.3 mile south of the park; and will also be screened by vegetation. Views of the Project will be experienced from a neutral position and will be peripheral and head-on, intermittent and continuous depending on viewer position and activity. Vegetation will block views of the towers from most locations in the park, so viewer perception could be intermittent and peripheral while viewers are moving through the park, but could be continuous and/or head-on while engaging in activities such as camping, picnicking, and fishing. The cleared ROW of the Morgan Lake Alternative will not be visible from Morgan Lake Park. Though scenic attractiveness and landscape character would be maintained, scenic integrity will be reduced to moderate.

Likelihood of Impact

IPC considered all identified impacts to be “likely” to occur.

Magnitude of Impact – Impact Duration

Indicator	Criteria used to Determine Impact Duration		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Though much of the park will have low visibility, visual contrast will be moderate where the towers are not screened. Towers will appear co-dominant to the landscape. Therefore, impact magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The landscape character and scenic attractiveness of the park will be maintained; however scenic integrity will be reduced to a moderate level. Therefore, resource change will be medium.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/ middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be experienced from a neutral position and will be equally peripheral and head-on, intermittent and continuous. Vegetation will block views of the towers from most locations in the park, so viewer perception could be intermittent and peripheral while viewers are moving through the park, but could be continuous and/or head-on while engaging in activities such as camping, picnicking, and fishing. Therefore, viewer perception will be medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Impact magnitude will be medium as visual contrast will be weak-moderate, and the towers will appear co-dominant in the landscape. Due to the weak-moderate visual contrast introduced by the Project, the scenic integrity will be reduced to medium, and resource change will be medium. Views of the Project will be experienced from a neutral position and will be equally peripheral and head-on, intermittent and continuous, such that viewer perception will be medium. Visual impacts will be of medium intensity.

Degree to Which Impacts are Caused by the Project

The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.

Context

Indicator	Context Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: There are no specific management objectives for scenic resources. However, enjoying scenery is mentioned as one of the activities offered by the park (City of La Grande 2016); therefore, scenery is considered a valued attribute of this recreation opportunity.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded**. Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded**. Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: Although the Project will introduce moderate contrast to the landscape, it will not preclude visitors from enjoying the day use and overnight facilities offered at Morgan Lake Park. The screening provided from trees and other vegetation within the park will screen views of project features such that visual impacts will not affect recreation opportunities.	

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Summary and Conclusion

The Proposed Project will result in long-term visual impacts to Morgan Lake Park. Impacts will be medium intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Visual impacts will not preclude visitors from enjoying the day use and overnight facilities offered at the Morgan Lake Park. Therefore, visual impacts to Morgan Lake Park will be **less than significant**.

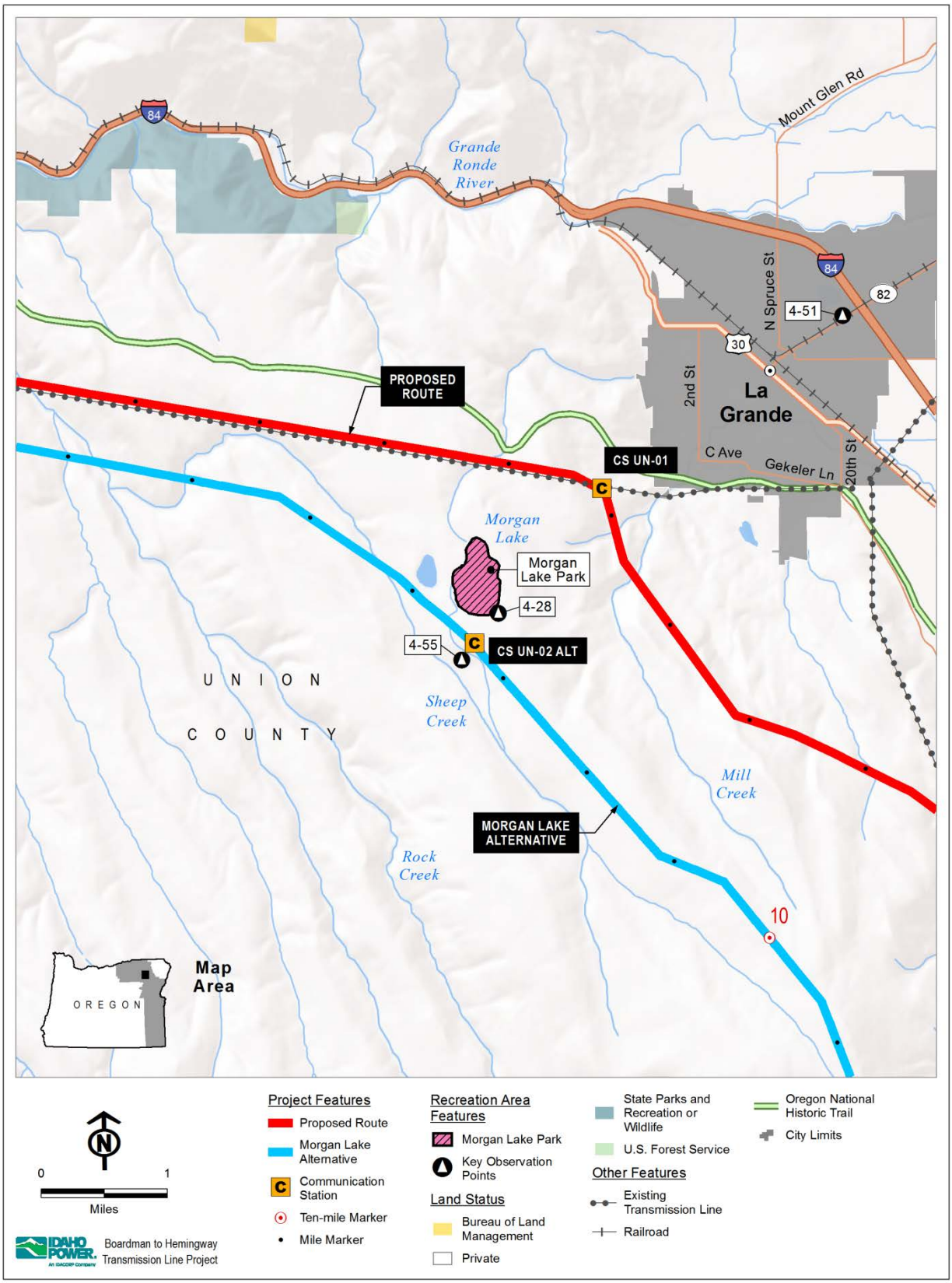

Figure T-4-6. Morgan Lake Park

3.8 Ladd Marsh Wildlife Area/State Natural Heritage Area: Proposed Route

Resource: Ladd Marsh Wildlife Area (WA)/State Natural Heritage Area (SNHA)

Relevant Exhibit: L, T

Relevant Plan: Ladd Marsh Wildlife Area Management Plan (ODFW 2008)

Resource Type: Area

Relevant KOP(s): 4-16; 4-26; 4-27

PART 1: Establish Baseline Conditions

Designation: The resource is designated as a State WA and is managed by the Oregon Department of Fish and Wildlife (ODFW). The area was designated as a WA to protect wildlife and its habitat and provide wildlife-oriented recreational and educational opportunities. The management plan for Ladd Marsh identifies goals to protect, enhance, and manage wetland and upland habitats to benefit a variety of fish and wildlife species, and to provide the public with wildlife-oriented recreational and educational opportunities that are compatible with the habitat goals (ODFW 2008).

Interpretation of Designation: The purpose of the Ladd Marsh WA/SNHA is to protect wildlife and its habitat. No management standards or guidelines exist for the protection of scenery.

Resource Overview: The Ladd Marsh WA/SNHA is managed by ODFW and is located about 6 miles southeast of La Grande in southern Union County (Figure T-4-7). The Ladd Marsh WA/SNHA measures 6,019 acres comprising eight Habitat Management Units and is divided into three large parcels by I-84 and State Highway 203. It encompasses one of the largest wetlands in northeast Oregon, which provides habitat for breeding and nesting waterfowl and other water birds. Visitors to Ladd Marsh can enjoy hiking, wildlife viewing (primarily bird watching), fishing, and hunting. Facilities include parking areas, restrooms, a viewing blind and viewing platform, and a loop trail system.

Per OAR 345-022-0040 Ladd Marsh is being evaluated as a Protected Area**.**

Per OAR 345-022-0080, Ladd Marsh is not considered a Scenic Resource.

Per OAR 345-022-0100, Ladd Marsh is being evaluated as a Recreation Resource.

Existing Conditions: The Ladd Marsh WA/SNHA is located in the Grande Ronde Valley with the Wallowa Mountains to the east and the Blue Mountains to the west. The landscape includes numerous wetlands including seasonally and permanently flooded meadows, marshes, and shallow lakes. In the western portion of the Ladd Marsh WA/SNHA, upland areas occur that include mixed conifer at the higher elevations, upland shrub at mid elevations, and agricultural areas and grasslands on the valley floor that create dense to patchy patterns (ODFW 2008). The terrain is flat in the eastern portion and rolling in the western portion, with horizontal to softly curved and flowing lines. Colors primarily include a mosaic of greens.

Human development within the Ladd Marsh WA/SNHA include four home sites, three host sites (trailer pads), City of La Grande wastewater treatment facility, two storage areas, and several scattered buildings on the area from old farm sites. Some are scheduled to be dismantled and the rest provide habitat for bats and barn owls. The Ladd Marsh WA/SNHA is surrounded primarily by agricultural and rural residential land on the valley floor, timber land to the west, and industrial land to the north. Three major transportation corridors I-84, State Highway 203, and a railroad) cross through the resource. Existing utility infrastructure include a buried pipeline owned by the Northwest Pipeline Corp and a 230-kV transmission line owned and operated by

IPC. The landscape character is agricultural. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the Ladd Marsh WA/SNHA is considered low (class C) as shown below:

Ladd Marsh WA/SNHA Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	3	2	3	2	2	-3	11 (C)

Viewer Groups: Viewer groups include visitors to the Ladd Marsh WA/SNHA participating in hiking, wildlife viewing (primarily bird watching), fishing, and hunting activities and are both transient and stationary.

PART 2: Impact Likelihood and Magnitude Assessment

The visual impact assessment for Ladd Marsh WA/SNHA was prepared for both the Proposed Route and the Morgan Lake Alternative. The Proposed Route will cross the Ladd Marsh WA/SNHA approximately 0.5 miles east of Foothill Road. The Route will parallel the existing 230-kV transmission line and access road for the entire portion that crosses protected area. The Proposed Route will be located within 500 feet of this existing transmission line and will therefore meet the provisions of OAR 345-022-0040(3).

Alterantives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

Temporary visual impacts will result from the presence of a work area located south of the Ladd Marsh WA/SNHA. The work area will introduce moderate visual contrast from presence of materials and personnel during the construction period. Existing roads will require moderate improvements, thereby resulting in weak visual contrast.

The transmission towers associated with the Proposed Route will introduce moderate to strong visual contrast, depending on the location of the viewer within the WA/SNHA. Visual contrast will be minimized by the backdrop of the hillslopes to the west. Viewer geometry will be primarily neutral or inferior. Transmission structures will appear co-dominant to surrounding natural landscape features, and existing cultural modification. The ROW would be visible from the majority of the WA/SNHA; however vegetation clearing will be limited in this portion of the ROW because it is not densely forested.

The visual contrast of transmission structures would reduce the value for cultural modification to -4, and, likewise reduce the contribution of adjacent scenery to1. Collectively, these changes would reduce the overall scenic quality score to 9; however, scenic quality would remain Class C.

Ladd Marsh WA/SNHA Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation(0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	3	2	3	1	2	-4	11 (C)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: The Proposed Route will cross the Ladd Marsh WA/SNHA. The transmission line will appear backdropped with dark-colored hills such that the transmission structures will introduce moderate visual contrast. The structures will appear co-dominant to the large-scale surrounding topography, expansive landscape, and existing infrastructure. Therefore, the impact magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The proposed Project will introduce moderate to strong visual contrast and appear co-dominant. Cultural modification within the protected area will increase, and the positive contribution of adjacent scenery will decrease. Collectively, these changes will alter the scenic quality score. The landscape character will remain agricultural. Therefore, resource change will be medium.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be equally head-on or peripheral and intermittent or continuous, depending on the type of activity the viewer is participating in (viewing wildlife at a viewpoint, hiking, driving, hunting, or fishing). Therefore, viewer perception is medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project will result in medium magnitude visual impacts as it will introduce moderate contrast and appear co-dominant to natural and man-made features within Ladd Marsh WA/SNHA. The agricultural landscape character will be maintained and the scenic quality will not change, resulting in medium resource change. Views of the Project will be equally head-on or peripheral and intermittent or continuous, such that viewer perception will be medium. Therefore, impact intensity will be medium.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions including Ladd Marsh WA/SNHA facilities, existing 230-kV transmission line, a buried pipeline, and major transportation corridors.

Context

Indicator	Context Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: The purpose of the Ladd Marsh WA/SNHA is to protect wildlife and its habitat. No management standards or guidelines exist for the protection of scenery.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: The management plan for Ladd Marsh identifies goals to protect, enhance, and manage wetland and upland habitats to benefit a variety of fish and wildlife species, and to provide the public with wildlife-oriented recreational and educational opportunities that are compatible with the habitat goals (ODFW 2008). The protection of scenic quality is not identified as a management goal. Medium intensity impacts will not preclude the ability of the resource to provide the wildlife-oriented recreational and educational opportunities identified in the management plan.	

Summary and Conclusion

The Project will result in long-term visual impacts to the Ladd Marsh WA/SNHA. Impacts will be medium intensity as measured by medium visual contrast, resource change, and viewer perception. Visual impacts will be the result of the Proposed Project and other past and present actions. Medium intensity visual impacts will not preclude the ability of the Ladd Marsh WA/SNHA to provide the wildlife-oriented recreational and educational opportunities identified in the management plan. Therefore, visual impacts to the Ladd Marsh WA/SNHA from the Proposed Route will be **less than significant**.

The Proposed Route will be located within 500 feet of this existing transmission line and will therefore meet the provisions of OAR 345-022-0040(3).

3.9 Ladd Marsh Wildlife Area/State Natural Heritage Area: Morgan Lake Alternative

Resource: Ladd Marsh WA/ SNHA

Relevant Exhibit: L, T

Relevant Plan: Ladd Marsh Wildlife Area Management Plan (ODFW 2008)

Resource Type: Area

Relevant KOP(s): 4-16; 4-26; 4-27

PART 1: Establish Baseline Conditions

Designation: The resource is designated as a State WA and is managed by the Oregon ODFW. The area was designated as a WA to protect wildlife and its habitat and provide wildlife-oriented recreational and educational opportunities. The management plan for Ladd Marsh identifies goals to protect, enhance, and manage wetland and upland habitats to benefit a variety of fish and wildlife species, and to provide the public with wildlife-oriented recreational and educational opportunities that are compatible with the habitat goals (ODFW 2008).

Interpretation of Designation: The purpose of the Ladd Marsh WA/SNHA is to protect wildlife and its habitat. No management standards or guidelines exist for the protection of scenery.

Resource Overview: The Ladd Marsh WA/SNHA is managed by ODFW and is located about 6 miles southeast of La Grande in southern Union County (Figure T-4-7). The Ladd Marsh WA/SNHA measures 6,019 acres comprising eight Habitat Management Units and is divided into three large parcels by I-84 and State Highway 203. It encompasses one of the largest wetlands in northeast Oregon, which provides habitat for breeding and nesting waterfowl and other water birds. Visitors to Ladd Marsh can enjoy hiking, wildlife viewing (primarily bird watching), fishing, and hunting. Facilities include parking areas, restrooms, a viewing blind and viewing platform, and a loop trail system.

Per OAR 345-022-0040 Ladd Marsh is being evaluated as a Protected Area**.**

Per OAR 345-022-0080, Ladd Marsh is not considered a Scenic Resource.

Per OAR 345-022-0100, Ladd Marsh is being evaluated as a Recreation Resource.

Existing Conditions: The Ladd Marsh WA/SNHA is located in the Grande Ronde Valley with the Wallowa Mountains to the east and the Blue Mountains to the west. The landscape includes numerous wetlands including seasonally and permanently flooded meadows, marshes, and shallow lakes. In the western portion of the Ladd Marsh WA/SNHA, upland areas occur that include mixed conifer at the higher elevations, upland shrub at mid elevations, and agricultural areas and grasslands on the valley floor that create dense to patchy patterns (ODFW 2008). The terrain is flat in the eastern portion and rolling in the western portion, with horizontal to softly curved and flowing lines. Colors primarily include a mosaic of greens.

Human development within the Ladd Marsh WA/SNHA include four home sites, three host sites (trailer pads), City of La Grande wastewater treatment facility, two storage areas, and several scattered buildings on the area from old farm sites. Some are scheduled to be dismantled and the rest provide habitat for bats and barn owls. The Ladd Marsh WA/SNHA is surrounded primarily by agricultural and rural residential land on the valley floor, timber land to the west, and industrial land to the north. Three major transportation corridors I-84, State Highway 203, and a railroad) cross through the resource. Existing utility infrastructure include a buried pipeline owned by the Northwest Pipeline Corp and a 230-kV transmission line owned and operated by IPC. Single track dirt roads are evident in higher elevation shrub-steppe portions of the

protected area. The landscape character is agricultural. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the Ladd Marsh WA/SNHA is considered low (class C) as shown below:

Ladd Marsh WA/SNHA Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	3	2	3	2	2	-3	11 (C)

Viewer Groups: Viewer groups include visitors to the Ladd Marsh WA/SNHA participating in hiking, wildlife viewing (primarily bird watching), fishing, and hunting activities and are both transient and stationary.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis. Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Morgan Lake Alternative The Morgan Lake Alternative is located approximately 208 feet southwest of Ladd Marsh WA/SNHA, where it traverses a higher elevation plateau in an east-west direction.

Temporary visual impacts will result where moderate improvements to existing roadways will increase visual contrast of these features. A proposed work area is located approximately 2.2 miles northeast of the Morgan Lake Alternative, in the lower elevation agricultural areas near Highway 30. This work area is in the same location under the Proposed Route and will introduce similar moderate visual contrast from presence of materials and personnel during the construction period.

As with the Proposed Route, the transmission towers associated with the Morgan Lake Alternative will introduce moderate to strong visual contrast, depending on the location of the viewer within the WA/SHA. As public use of the WA/SHA is primarily centered in lower elevation areas, perceived visual contrast of the transmission structures associated with Ladd Marsh WMA will be weak, as tower structures will be largely screened by existing topography and vegetation. Viewer geometry will be inferior. Transmission structures will appear subordinate to the surrounding landscape. The ROW of the Morgan Lake Alternative will not be visible from the majority of the WA/SHA.

The visual contrast of transmission structures would reduce the value for cultural modification to -4, and, likewise reduce the contribution of adjacent scenery to1. Collectively, these changes would reduce the overall scenic quality score to 9; however, scenic quality would remain Class C.

Ladd Marsh WA/SNHA Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	3	2	3	1	2	-4	11 (C)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: The Morgan Lake Alternative is located approximately 208 feet southwest of Ladd Marsh WA/SNHA, where it traverses a higher elevation plateau in an east-west direction. The Morgan Lake Alternative is outside of the protected area. The transmission towers associated with the Morgan Lake Alternative will introduce moderate to strong visual contrast, depending on the location of the viewer within the WA/SHA. As public use of the WA/SHA is primarily centered in lower elevation areas, perceived visual contrast of the transmission structures associated with Ladd Marsh WMA will be weak, as tower structures will be largely screened by existing topography and vegetation. Viewer geometry will be inferior. Transmission structures will appear subordinate to the surrounding landscape. Therefore, the overall impact magnitude will be medium.		

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The proposed Project will introduce moderate to strong visual contrast in the southern portion of the resource. Cultural modification within the protected area will increase, and the positive contribution of adjacent scenery will decrease. Collectively, these changes will alter the scenic quality score. The predominant landscape character will remain agricultural. Therefore, resource change will be medium.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be equally head-on or peripheral and intermittent or continuous, depending on the type of activity the viewer is participating in (viewing wildlife at a viewpoint, hiking, driving, hunting, or fishing). Therefore, viewer perception is medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project will result in medium magnitude visual impacts as it will introduce moderate contrast and appear co-dominant to natural and man-made features within Ladd Marsh WA/SNHA. The agricultural landscape character will be maintained and the scenic quality will not change, resulting in medium resource change. Views of the Project will be equally head-on or peripheral and intermittent or continuous, such that viewer perception will be medium. Therefore, impact intensity will be medium.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions including Ladd Marsh WA/SNHA facilities, existing 230-kV transmission line, a buried pipeline, and major transportation corridors.

Context

Indicator	Context Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: The purpose of the Ladd Marsh WA/SNHA is to protect wildlife and its habitat. No management standards or guidelines exist for the protection of scenery.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: The management plan for Ladd Marsh identifies goals to protect, enhance, and manage wetland and upland habitats to benefit a variety of fish and wildlife species, and to provide the public with wildlife-oriented recreational and educational opportunities that are compatible with the habitat goals (ODFW 2008). The protection of scenic quality is not identified as a management goal. Medium intensity impacts will not preclude the ability of the resource to provide the wildlife-oriented recreational and educational opportunities identified in the management plan.	

Summary and Conclusion

The Project, under the Morgan Lake Alternative, will result in long-term visual impacts to the Ladd Marsh WA/SNHA. Impacts will be medium intensity as measured by medium visual contrast, resource change, and viewer perception. Visual impacts will be the result of the Proposed Project and other past and present actions. Medium intensity visual impacts will not preclude the ability of the Ladd Marsh WA/SNHA to provide the wildlife-oriented recreational and educational opportunities identified in the management plan. Therefore, visual impacts to the Ladd Marsh WA/SNHA will be **less than significant**.

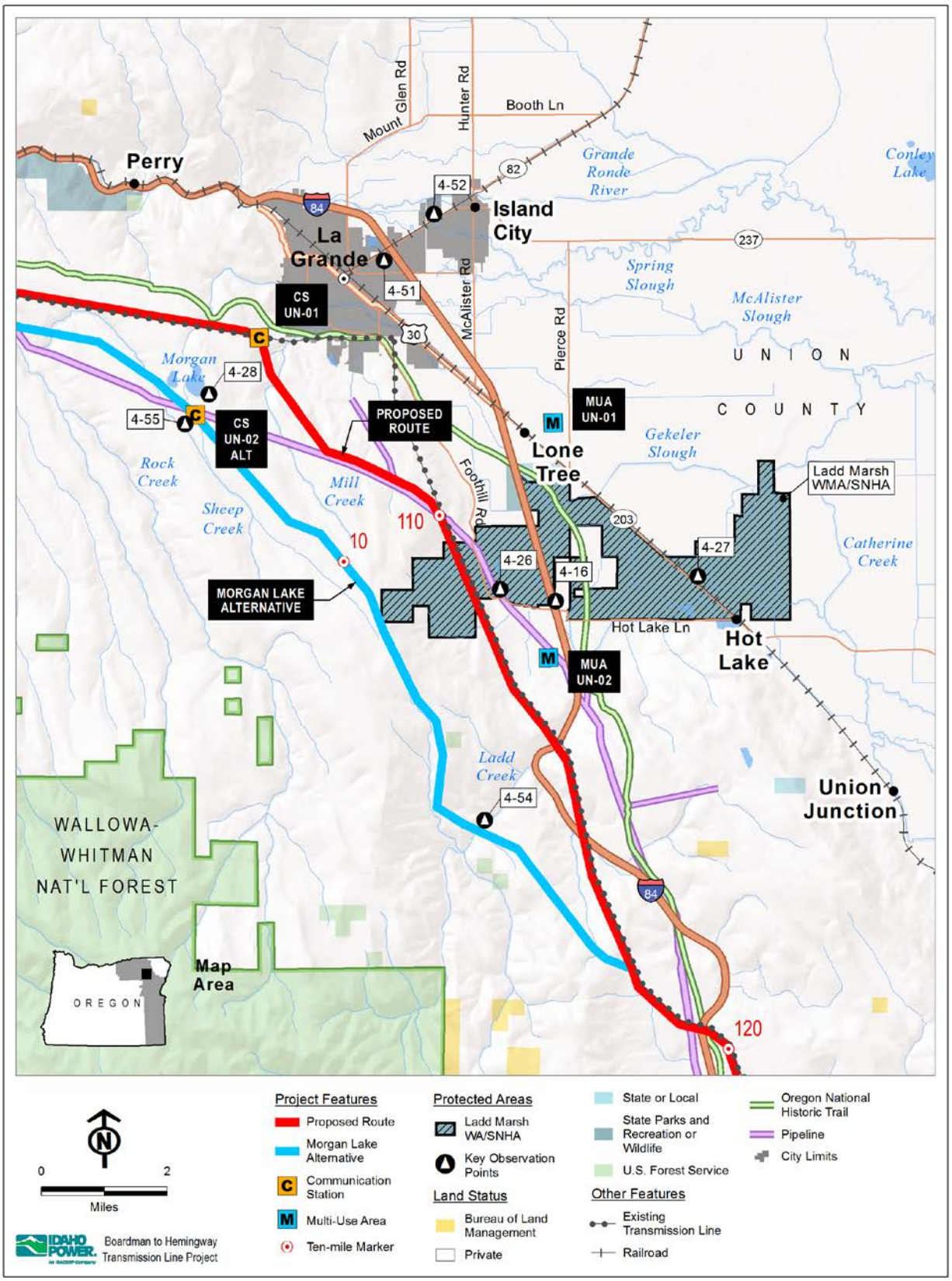

Figure T-4-7. Ladd Marsh Wildlife Area/State Natural Heritage Area

3.10 Powder River Canyon Area of Critical Environmental Concern, Wild and Scenic River

Resource: Powder River Canyon Area of Critical Environmental Concern (ACEC), Wild and Scenic River (WSR)

Relevant Exhibit: L, R, T

Relevant Plan: Baker Resource Management Plan (BLM 1989)

Resource Type: Area

Relevant KOP(s): 5-34; 5-35

PART 1: Establish Baseline Conditions

Designation: The Powder River ACEC is managed to protect raptor habitat, wildlife habitat, and cultural resources and to maintain scenic qualities while allowing for compatible recreation uses (BLM 1989). The Powder River is designated as a scenic river for 11.7 miles, covering 2,385 acres, from the Thief Valley Dam to Oregon Highway 203 within the BLM Vale District (BLM 1989; National Wild and Scenic River System 2015). Scenery is identified as an Outstandingly Remarkable Value (ORV).

Interpretation of Designation: Scenery is identified as an important and relevant value of the Powder River Canyon ACEC for which it should be managed to protect. Guidance Manual 1613, the designation as an ACEC serves as a reminder that significant value(s) or resource(s) exist which must be accommodated when future management actions and land use proposals are considered near or within an ACEC (BLM 1988). Consequently, should potentially adverse visual impacts from the proposed action be identified, IPC should mitigate those impacts to the extent feasible.

Section 10(a) of the Wild and Scenic Rivers Act states:

> "*Each component of the national wild and scenic rivers system shall be administered in such manner as to protect and enhance the values which caused it to be included in said system without, insofar as is consistent therewith, limiting other uses that do not substantially interfere with public use and enjoyment of these values. In such administration primary emphasis shall be given to protecting its esthetic, scenic, historic, archaeologic, and scientific*"

Resource Overview: The Powder River flows through a rugged canyon with scenic geologic formations. Recreation opportunities include boating in the spring, fishing, and hunting, although access is limited (National Wild and Scenic River System 2015). The WSR segment is located within the Powder River Canyon ACEC (Figure T-4-8). The Powder River Canyon ACEC measures approximately 5,880 acres. Off-road vehicle use is limited to designated roads and trails. The Powder River Canyon ACEC is considered an important recreation opportunity because of its designation, good opportunities for fishing and hunting, and irreplaceable high scenic quality of the river canyon.

Per OAR 345-022-0080, Powder River Canyon ACEC and WSR are being evaluated as a Scenic Resource.

Per OAR 345-022-0040, Powder River Canyon ACEC and WSR are being evaluated as a Protected Area.

Per OAR 345-022-0100, Powder River Canyon ACEC and WSR are being evaluated as a Recreation Resource.

Existing Conditions: The 11.7 miles of the WSR segment of the Powder River flows through a rugged, incised canyon with steep walls, jagged outcrops, and geologic formations recognized for their outstanding scenic quality. The Powder River meanders through the bottom of the canyon in a sinuous pattern. Vegetation includes medium-height riparian vegetation at the valley floor. Colors include browns and black from basalt outcrops, and browns, tans, and greens from vegetation. Views from within the canyon are enclosed. The portion of the Powder River Canyon ACEC above the canyon appear flat to gently rolling with low-growing grass and shrub vegetation that stipples the landscape. Colors are generally muted tones of tans, greens, and greys. Human development includes dirt roads within the Powder River Canyon ACEC and an existing 230-kV transmission line visible to the west. Wind turbines are visible in the distance outside of the Powder River Canyon ACEC boundary. Although there is existing development within and visible from the Powder River Canyon ACEC, the landscape character is naturally appearing. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Powder River Canyon ACEC is considered medium (class B) as shown below:

Powder River Canyon ACEC Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
4	3	3	3	1	4	0	18 (B)

Viewers: Viewers will primarily be located near the bottom of the canyon and be engaged in hunting, fishing, or floating the river although some off-highway vehicle (OHV) use may occur in the uplands. Viewers within the canyon are limited by difficult access.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

Viewshed modeling indicates that the Project will not be visible within the canyon; therefore, no impacts to the scenery ORV of the Powder River WSR will result, and scenic values of that portion of the Powder River Canyon ACEC will be maintained.

In the uplands, the proposed 500-kV towers will be visible at a minimum distance of approximately 1.4 miles. These towers will be placed parallel to the existing 230-kV transmission line and will be consistent with their form, line, color, and texture. Some towers will be skylined such that visual contrast will be moderate, and the towers will appear co-dominant with the existing transmission line. However, the majority of the views from the upland portion of the Powder River Canyon ACEC will be experienced at distances over 2 miles from the towers, where visual contrast will attenuate to a moderate to weak level.

Viewers will primarily be located near the bottom of the canyon where the project will not be visible. Viewers could have views of the Proposed Route when accessing the river or driving roadway or off-highway vehicles; however, these views will be peripheral and intermittent. The Project will lower the quality of the Powder River Canyon ACEC's adjacent scenery. However, adjacent scenery has a limited effect on the quality of the Powder River Canyon ACEC landscape or the Powder River WSR scenery ORV. The reduction in the value for the "adjacent scenery" key factor will only result in a small change to the scenic quality score, and the overall scenic quality class will not change. Landscape will continue to appear primarily natural.

The Powder River Canyon ACEC and WSR is located outside of the 10- mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and is therefore impacts from this Project feature are not discussed any further in this document.

Powder River Canyon ACEC Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
4	3	3	3	0	4	0	17 (B)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: The river channel of the Powder River WSR segment and adjacent steep canyon walls of the Powder River canyon will be located outside of the Project viewshed. In the uplands, the proposed 500-kV towers could be visible for distances as close as approximately 1.4 miles. These towers will be placed parallel to the existing 230-kV transmission line and will be consistent with their form, line, color, and texture. Some towers will be skylined such that visual contrast will be moderate, and the towers will appear co-dominant with the existing transmission line. Therefore, impact magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The Project will not affect the scenery ORV of the Powder River WSR. The Project will lower the contribution of adjacent scenery to scenic quality of the upland portion of the Powder River Canyon ACEC. However, adjacent scenery has a limited effect on the quality of the Powder River Canyon ACEC landscape, so this change will only result in a small change to the scenic quality score, and the overall scenic quality class will not change. Landscape will continue to appear primarily natural. Therefore, resource change will be medium.			

Indicator	Criteria used to Determine Resource Change		
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Viewers will primarily be located near the bottom of the canyon where the project will not be visible. Viewers could have views of the Proposed Route when accessing the river or driving roadway or off-highway vehicles; however, these views will be peripheral and intermittent and experienced from a neutral vantage point. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Proposed Route will have medium magnitude impacts associated with 500-kV towers at distances of 1.4 miles or more. These medium magnitude impacts will be limited to the uplands and not affect the scenery within the canyon itself. The Proposed Route will lower the quality of the Powder River Canyon ACEC's adjacent scenery in upland portions of the resource; however, the overall scenic quality and landscape character will not change, and resource change will be medium. The Project will not affect the scenery ORV of the Powder River WSR. Viewers will primarily be located near the bottom of the canyon where the project will not be visible, so viewer perception will be low. Therefore, visual impacts will be medium intensity.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions, including the existing 230-kV transmission line, which will appear subordinate to the natural appearing landscape character.

Context

Indicator	Context Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: The Powder River Canyon ACEC is managed to protect raptor habitat, wildlife habitat, and cultural resources and to maintain scenic qualities while allowing for compatible recreation uses (BLM 1989). Therefore, scenery is considered a valued attribute to the Powder River Canyon ACEC.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: The Powder River Canyon ACEC was designated to preserve scenic values of the Powder River Canyon. Therefore, it is understood that if the scenic resources within the geographic boundary of the Powder River Canyon ACEC are maintained, the resource values for which the Powder River Canyon ACEC was designated to protect will persist. Additionally, recreation activities will be focused near the bottom of the canyon where the project will not be visible; therefore, visual impacts will not disrupt recreation activities for which the Powder River Canyon ACEC is also managed to protect. The Project will not impact the scenery ORV of the Powder River WSR.	

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

The Project will not impact the scenery ORV of the Powder River WSR. The scenic quality of the Powder River Canyon ACEC and the WSR will be maintained in accordance with the resource designation and associated management objectives.

Summary and Conclusion

Visual impacts to the Powder River Canyon ACEC will be of medium intensity, resulting from medium resource change and low viewer perception. Within the designated Wild section of the Powder River, visual impacts will be of low intensity. Impacts will result from the combined influence of the Project and other past or present actions. The Project will not preclude the scenic value (scenery ORV) for which the Powder River Canyon ACEC was designated. Impacts to the Powder River Canyon ACEC will be **less than significant**.

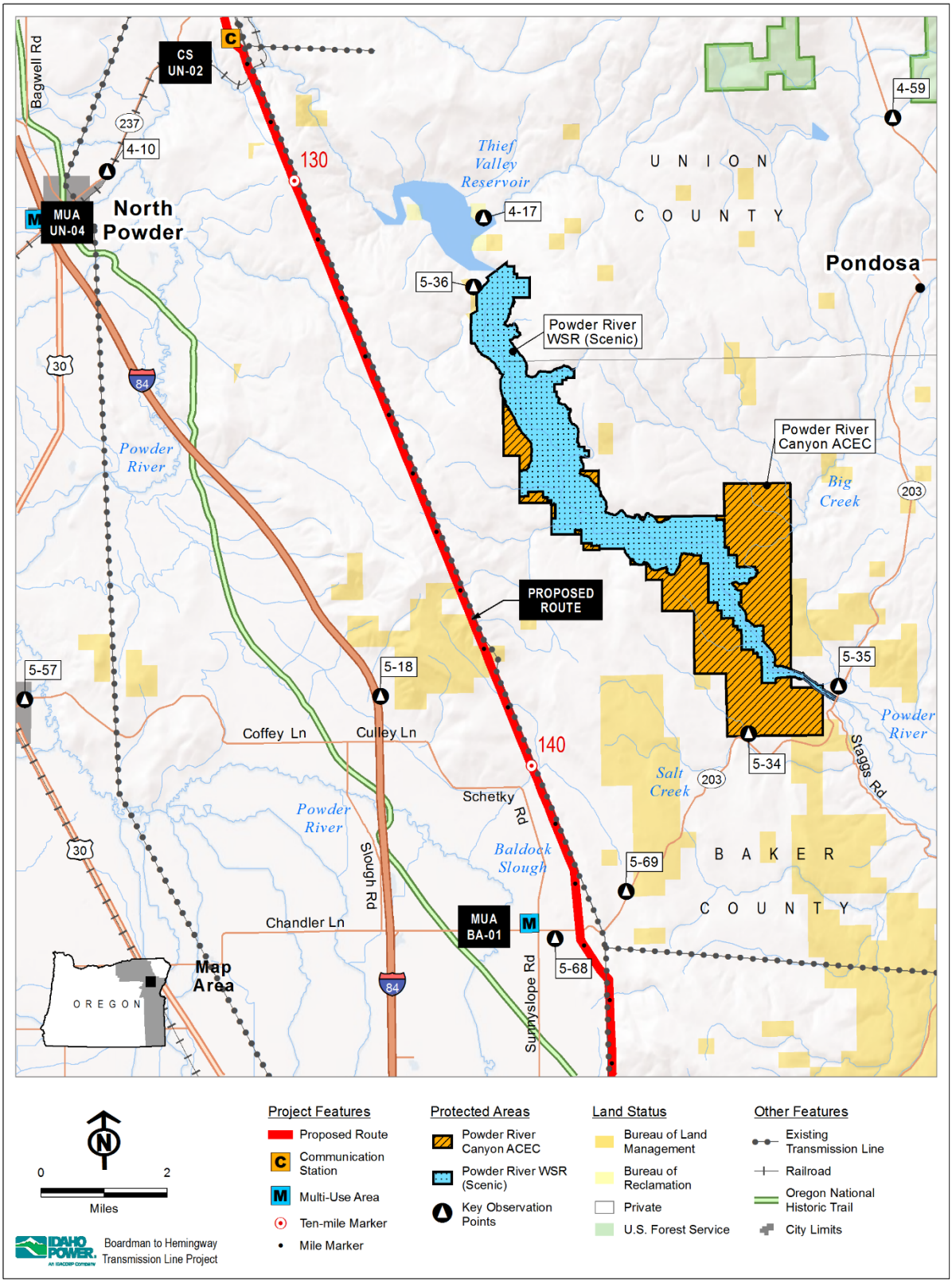

Figure T-4-8. Powder River Canyon Area of Critical Environmental Concern and Powder River Wild and Scenic River (Scenic)

3.11 Oregon Trail Area of Critical Environmental Concern – National Historic Trail Interpretive Center Parcel (Scenic Resource B6)

Resource: Oregon Trail ACEC – National Historic Trail Interpretive Center (NHOTIC) Parcel (Scenic Resource [SR] B6)

Relevant Exhibit: L, R, T

Relevant Plan: Baker Resource Management Plan (RMP) (BLM 1989)

Resource Type: Area-based resource. Views will be experienced from a variety of locations within the NHOTIC Parcel. Landscape setting will vary based on location within the resource.

Relevant KOP(s): 5-25c; 5-25d; 5-25e. Note that KOP 5-25c is located outside of the NHOTIC Parcel.

PART 1: Establish Baseline Conditions

Designation: The relevant and important values of the ACEC are historic and scenic. Per the Baker RMP (BLM 1989),

> **"**Seven parcels of public lands with remnants of the Oregon National Historic Trail (1,495 acres) are designated as an ACEC to preserve the unique historic resource and visual qualities of these areas. A management plan for preservation, public information and interpretation will be implemented. New uses incompatible with maintaining visual qualities or providing public interpretation will be excluded in a ½ mile corridor. No campgrounds will be developed within ¼ mile of the Oregon Trail in the ACEC. Rights-of-way will avoid the Oregon Trail. The ACEC is managed as VRM Class II."

Interpretation of Designation:

Oregon Trail ACEC – NHOTIC Parcel: Visual quality of the NHOTIC Parcel should be maintained. Any new uses proposed within the boundary of the NHOTIC Parcel that will reduce visual quality will be excluded within 0.5 mile of the Oregon Trail. Per BLM Guidance Manual 1613, the designation as an ACEC serves as a reminder that significant value(s) or resource(s) exist which must be accommodated when future management actions and land use proposals are considered near or within an ACEC (BLM 1988). Consequently, should potentially adverse impacts from the proposed action be identified, IPC should mitigate those impacts to the extent feasible.

VRM Class II: Per VRM Class II objectives, the change in landscape character should be low such that the existing landscape character is retained within the boundary of the NHOTIC Parcel.

Resource Overview: The NHOTIC ACEC parcel is located on the north side of OregonRoute (OR) 86, approximately 4 miles northeast of Baker City (Figure T-4-9). The NHOTIC is one of the largest of the ACEC parcels, measuring 507 acres (BLM 1989), and is characterized by high recreational use (BLM 2011). Facilities at the site include the main NHOTIC building, with exhibit galleries, a theater and a gift shop; outdoor exhibits, including a pioneer wagon encampment, a replica stamp mill and an historic gold mine; picnic facilities; and 4 miles of interpretive trails, including a trail to a mile-long stretch of Oregon Trail ruts (BLM 2016). BLM (2011) reported over 66,000 visitors to the NHOTIC site in 2009.The relevant and important values of the NHOTIC Parcel are historic and scenic.

Per OAR 345-022-0080, Oregon Trail ACEC – NHOTIC Parcel (SR B6) is being evaluated as a Scenic Resource.

Per OAR 345-022-0040, Oregon Trail ACEC – NHOTIC Parcel is being evaluated as a Protected Area.

The NHOTIC, the Oregon Trail, and other trails within the ACEC are considered recreation opportunities. Per OAR 345-022-0100, Oregon Trail ACEC – NHOTIC Parcel (SR B6) is being evaluated as a Recreation Resource. KOP 5-25c is located a Panorama Point, which is outside of the NHOTIC Parcel. Visual impacts to this location are analyzed per OAR 345-022-0100.

Existing Conditions: The NHOTIC is located in the Continental Zone Foothills of the Blue Mountains Ecoregion. This area is situated in the rain shadow of the Cascade Range and Blue Mountains and is defined by wide ranges of temperature, high evapotranspiration, and early season moisture stress. This temperature regime results in a wide distribution of desert shrubs varying by soil depth, texture, and elevation. The landscape to the east and southeast consists of the open terrain of the Virtue Flat area, with flat to gently rolling terrain in the foreground that subtly transitions to steeper terrain in the middleground. These areas have a relatively even cover of sagebrush and grassy vegetation. The view to the southeast is dominated by Big Lookout Mountain and similar mountainous terrain, which becomes the major focal point in the background of the view. Views to the northeast from the NHOTIC include the rolling terrain of a small valley that transitions to a steeper, low-relief ridge in the middleground. Views to the west include the Elkhorn Mountains, a major landform focal to the view, and the agricultural development within the Baker Valley. Colors in the landscape primarily consist of varying shades of browns and tans in the valley (based on the time of year), and the gray/blue hues of the distant mountains.

Modifications to the natural landscape character in the foreground include portions of the paved NHOTIC trail system, several light fixtures in the parking area, and the Lode Mine building on the NHOTIC property. The NHOTIC Trail system includes a combination of difficulty levels: Level 1 (Easy; Barrier-free access), Level 2 (Moderate; Barrier-free access) and Level 3 (Difficult). The paved surfaces of Level 1 and 2 Trails at the NHOTIC are visible in the foreground from the Visitor Center and Amphitheater. OR 86 is evident beyond the NHOTIC property, particularly from the trail system to the east. OR 86 is evident by its dark color and smooth texture relative to the surrounding landscape, and also the consistent movement of automobiles.

An existing 230-kV transmission line is located to the west. This feature is increasingly visible as one approaches the western boundary of the NHOTIC Parcel. Agricultural and residential development within the Baker Valley to the west is also visible from the NHOTIC Parcel.

The landscape character is “cultural.” Because of its location on BLM-administered lands, this resource was evaluated using methods adapted from the BLM VRM system. Per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for Oregon Trail ACEC NHOTIC parcel is considered medium (class B) as shown below:

Oregon Trail ACEC – NHOTIC Parcel Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	1	0	2	5	3	0	13 (B)

Viewer Groups: Viewer groups include recreators and tourists visiting the recreational facilities at the NHOTIC Parcel. The NHOTIC is located on the top of Flagstaff Hill and has extensive background views to the west across Baker Valley to the Blue Mountains and to the southeast

across Virtue Flat. A trail network within the NHOTIC Parcel provides visitor access to areas within the NHOTIC Parcel. Viewer experience within the NHOTIC Parcel varies. Panorama Point is a lookout established outside of the NHOTIC Parcel, but included as a recreation opportunity within the NHOTIC. This lookout directs view to the west across the valley.

Viewers hiking along trails will experience views in various directions depending on their direction of travel, including views east toward Baker Valley and the Proposed Route. These views will be from a superior vantage point where the Proposed Route will be visible in the foreground or middleground distance zone, depending on location within the NHOTIC Parcel. Viewers could be both transient and stationary.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route is located within a mile of the NHOTIC main building and within 0.02 mile (123 feet) of the western boundary of the NHOTIC Parcel. KOPs 5-25c, 5-25d, and 5-25e have views oriented toward the Project. Note that KOP 5-25c is located outside of the NHOTIC Parcel, and is considered a recreational resource within the NHOTIC. Improvements to existing roads located approximately 0.02 mile directly north and west of the western boundary of the NHOTIC Parcel will be made, which will also be visible.

In evaluating various alternatives for Project siting, IPC concluded that potentially significant visual impacts from facility structures in the vicinity of the NHOTIC could result. To address potential impacts, IPC analyzed three design options aimed at reducing adverse impact to less than significant: (1) applying a natina finish to the lattice structure; (2) using an H-frame structure with galvanized finish; or, (3) using an H-frame structure with a natina finish. IPC incorporated Option 3 into its revised Project design as planning for the final indicative design for the Project progressed. The final indicative layout sites the Proposed Route to the east of the active agriculture area, adjacent to the NHOTIC boundary. Because of the proximity of the Project to the NHOTIC, IPC further refined their mitigation and design strategy by proposing to use shorter stature H-frame structures ranging in height from 100 feet to 129 feet for towers located directly to the north and west of the NHOTIC. The proposed finish is weathered steel. The analysis presented in this application for site certificate addresses the Project taking into account this mitigation.

The transmission towers associated with the Proposed Route will be the primary source of visual contrast experienced from the NHOTIC Parcel, primarily due to their scale and proximity. The Baker Valley and mountainous landscape beyond will provide a backdrop for the Project and will appear co-dominant with the Proposed Route and other past human developments, including the existing 230-kV H-frame transmission structures.

The large, geometrical form and smooth texture will contrast against the fine to medium, rolling, rounded hills, steep rugged mountains in the background, and wide, low, flat valley in the foreground. The perceived visual contrast and dominance of the Project will vary depending on viewers' locations throughout the NHOTIC Parcel. Viewers within the western portion of the NHOTIC Parcel (near Panorama Point [KOP 5-25c] and level 2 and 3 trails) will be within 0.1 mile

of the Proposed Route. When viewed at this distance, transmission towers will introduce moderate contrast and appear co-dominant with and the existing 230-kV H-frame transmission structures (including the portion of the 230-kV rebuild) and the natural features of Baker Valley and the Blue Mountains to the west. Views of the Project will be experienced from an elevated vantage point, with viewers gaze directed outward over the proposed towers. As viewers move throughout the NHOTIC Parcel using the various trails, viewpoints, interpretation sites, and visitor center, views will be predominantly peripheral or intermittent. Because of the distance of the visitor center from the Project, visual contrast will be reduced to a weak level, as towers will appear subordinate to the surrounding landscape. Because these amenities are distributed throughout the NHOTIC Parcel, viewer exposure to the Project will be variable. The number of towers visible will also vary depending on viewer position within the NHOTIC Parcel. Fewer towers will be visible from locations near the main NHOTIC building and level 1 trails situated west of the visitors center (KOP 5-25d; 5-25e) than from the level 2 and 3 trails situated near the western boundary of the NHOTIC Parcel because of rolling terrain throughout the NHOTIC Parcel.

The Project will affect the adjacent scenery of the NHOTIC Parcel. The Blue Mountains and Baker Valley situated to the west of the NHOTIC Parcel will continue to enhance the visual quality of the NHOTIC Parcel; however, this positive influence will be reduced somewhat by the presence of the Project. Despite the change to adjacent scenery, the scenic quality of the NHOTIC parcel of the Oregon Trail ACEC will remain at class B. The change in landscape character will be low such that the existing landscape character is retained within the boundary of the NHOTIC Parcel. The Project will conform to VRM Class II objectives as the proposed action occurs outside this management area.

The NHOTIC Parcel is located outside of the 10-mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

Oregon Trail ACEC – NHOTIC Parcel Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	1	0	2	4	3	0	12 (B)

Likelihood of Impact

IPC considered all identified impacts to be “likely” to occur.

Magnitude of Impact – Impact Duration

Indicator	Criteria used to Determine Impact Duration		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Viewers within the NHOTIC Parcel will experience low to medium magnitude impacts depending on their location within the NHOTIC Parcel. Viewers within the western portion of the NHOTIC Parcel (Panorama Point [KOP 5-25c] and level 2 and 3 trails) will be within 0.1 mile of the Proposed Route, where the towers will introduce moderate contrast and appear co-dominant with SR 86 to the south, existing 230-kV H-frame transmission structures, and the natural features of Baker Valley and the Blue Mountains to the west.. Therefore, the magnitude of impacts will be medium from these locations. Magnitude of impacts experienced from level 1 trails (KOP 5-25e) and the main NHOTIC building (KOP 5-25d) will be low. In summary, the highest magnitude of impacts experienced within the NHOTIC Parcel will be medium.		

1 Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The Project will introduce weak to moderate contrast to the entire NHOTIC Parcel. Because no portion of the Project will be located within the NHOTIC Parcel, the changes to scenic quality will be related to impacts to the adjacent scenery of the landscape. The tall, large Blue Mountains and wide, expansive Baker Valley will continue to enhance the visual quality of the NHOTIC Parcel; however, this positive influence will be reduced slightly as a result of the proposed 500-kV towers located in the valley. Despite the change to adjacent scenery, the scenic quality of the NHOTIC parcel of the Oregon Trail ACEC will remain at class B. The Project will be one of several developments contributing to the overall landscape character and quality. Resource change will be medium.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be experienced from an elevated vantage point, where views across the top of transmission towers could be sustained. As viewers move throughout the NHOTIC Parcel using the various trails, viewpoints, interpretation sites, and visitor center views will be predominantly peripheral or intermittent. Because these amenities are distributed throughout the NHOTIC Parcel, viewer exposure to the Project will be variable and medium at most.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project, as mitigated to include H-frame structures, will result in medium intensity impacts to visual qualities of the Oregon Trail ACEC – NHOTIC Parcel. Impacts will slightly reduce the scenery adjacent to the NHOTIC Parcel but will not alter the overall scenic quality of the NHOTIC Parcel. The existing landscape character will be retained within the boundary of the NHOTIC Parcel and resource change will be low. Because views of the Project will be experienced from an elevated vantage point, and will be predominantly peripheral or intermittent, viewer perception will be medium. Taking into account mitigation, visual impacts to the Oregon Trail ACEC – NHOTIC Parcel will be of medium intensity.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions, including OR 86, the existing 240-kV H-frame transmission structures, and the agricultural and residential development within the Baker Valley, that collectively influence adjacent scenery of the resource.

Context

Indicator	**Context Criteria**
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: *Oregon Trail* Seven parcels of public lands with remnants of the Oregon National Historic Trail (1,495 acres) are designated and will be managed as an ACEC to preserve the unique historic resource and visual qualities of these areas. Because of this management direction the NHOTIC ACEC is an important recreation opportunity per OAR 345-022-0080.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded**. Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded**. Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.

Indicator	Context Criteria
Explanation: The NHOTIC Parcel was designated preserve the unique historic resource, the Oregon Trail, and visual qualities within this geographic area. Therefore, it is understood that if the scenic resources within the geographic boundary of the NHOTIC Parcel are maintained and no development occurs within ¼ mile of the Oregon Trail within the ACEC, the resource values for which this parcel was designated to protect will persist. As such, although medium intensity impacts to visual resources within this parcel will occur, these impacts will not preclude the ability of the NHOTIC Parcel to provide the scenic value for which it was designated in the BLM Baker RMP (BLM 1989). It is also understood that, per BLM Guidance Manual 1613, the designation as an ACEC serves as a reminder that significant value(s) or resource(s) exist which must be accommodated when future management actions and land use proposals are considered near or within an ACEC (BLM 1988). To address this provision, IPC has included project design measures to reduce the intensity of impacts to visual resources by using low stature H-frame structures ranging in height from 100 to 129 feet.	

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

The NHOTIC Parcel was designated preserve the unique historic resource, the Oregon Trail, and visual qualities within this geographic area. Therefore, it is understood that if the visual resources within the geographic boundary of the NHOTIC Parcel are maintained, the resource values for which this parcel was designated to protect will persist. As such, although medium intensity impacts to visual resources within this parcel will occur, these impacts will not preclude the ability of the NHOTIC Parcel to provide the scenic value for which it was designated in the BLM Baker RMP (BLM 1989) and provides to recreational visitors. Additionally, IPC is incorporating mitigation measures as part of the design to reduce the intensity of impacts.

Summary and Conclusion

Visual impacts to the Oregon Trail ACEC – NHOTIC Parcel and recreation site will be medium intensity, resulting from both medium resource change and viewer perception. Impacts will result from the combined influence of the Project and other past or present actions. Medium intensity impacts will not preclude the NHOTIC Parcel from providing the visual qualities that exist within the ACEC and associated recreation sites, or as influenced from the surrounding landscape. Visual impacts to the NHOTIC Parcel will be **less than significant**.

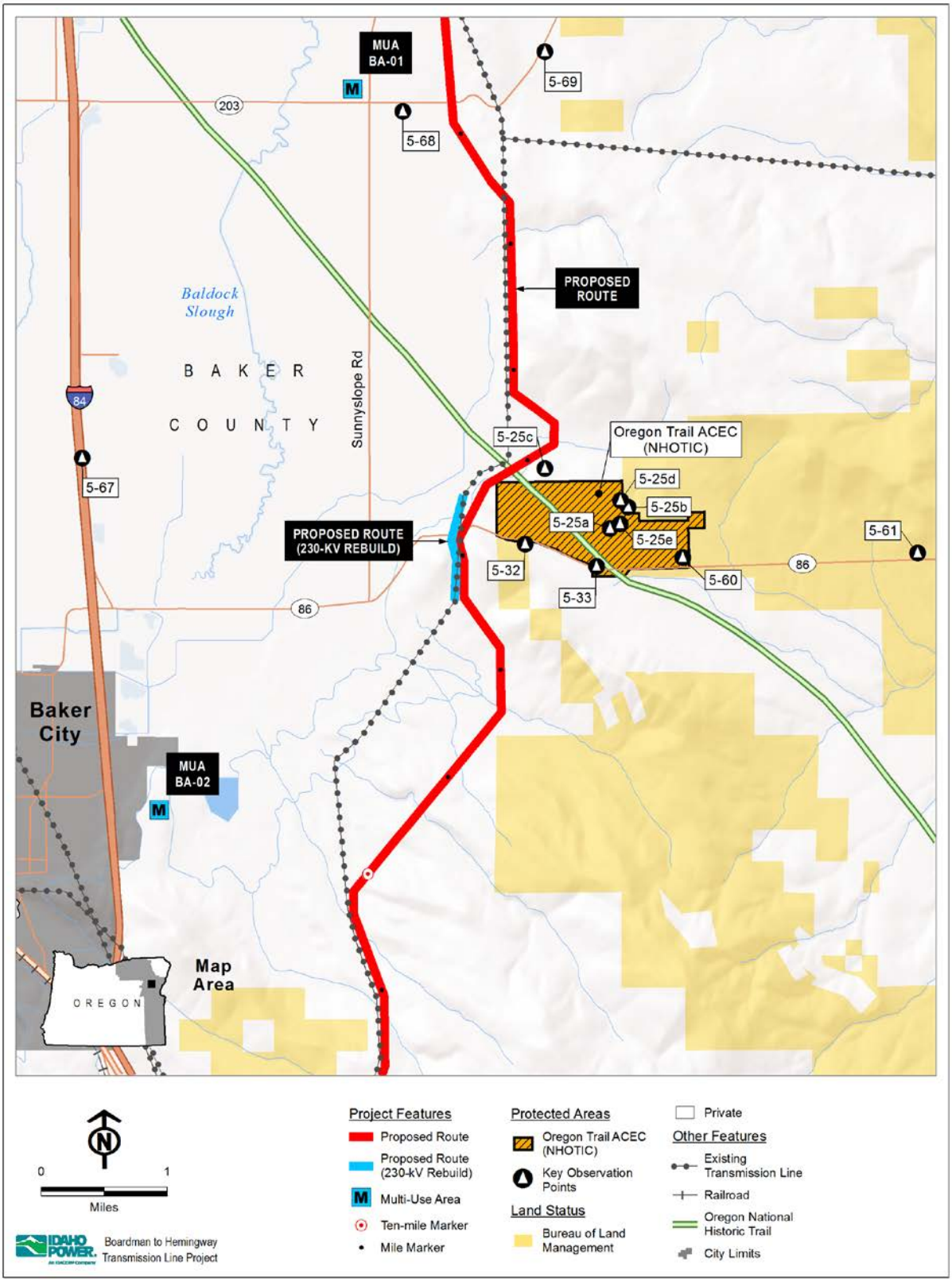

Figure T-4-9. Oregon Trail Area of Critical Environmental Concern – National Historic Oregon Trail Interpretive Center Parcel

3.12 Burnt River Extensive Recreation Management Area

Resource: Burnt River Extensive Recreation Management Area (ERMA)

Relevant Exhibit: R

Exhibit R Map ID: VRM B3

Relevant Plan: Baker RMP (BLM 1989)

Resource Type: Area

Relevant KOP(s): 5-81

PART 1: Establish Baseline Conditions

Designation: Managed by the BLM Vale District as a priority recreation management area, designated as an ERMA (BLM 1989). A portion of the ERMA is managed per VRM Class II objectives.

Interpretation of Designation: Extensive Recreation Management Areas are BLM administrative units that require specific management consideration in order to address recreation use and demand. The ERMAs are managed to support and sustain the principal recreation activities and associated qualities and conditions. Recreation management actions within an ERMA are limited to only those of a custodial nature. Management of ERMA areas is commensurate with the management of other resources and resource uses.

Resource Overview: The Burnt River ERMA is located in northeastern Baker County on BLM-administered lands west of I-84 and the community of Durkee (Figure T-4-10). The Proposed Route crosses the eastern portion of the ERMA and two multiuse sites are location within approximately 0.5 mile of the ERMA's northeast and southeastern boundaries. The Baker Field Office Draft RMP (BLM 2011) indicates the area is currently managed to provide fishing, hunting, camping, and hiking in a canyon environment, and proposes to manage the area as a Special Recreation Management Area (SRMA).Visitors engage in day or overnight land-based recreation activities both in the river and upland zones of the ERMA. Both the river and upland environments are accessible using improved gravel roads that follow the Burnt River for several miles. There are no developed facilities within the area and it is managed to provide a primitive recreation experience and to support dispersed recreation activities.

A portion of the Burnt River ERMA is managed as a VRM II area and is considered a Scenic Resource per OAR 345-022-0080.

The Burnt River ERMA area is not considered a Protected Area and not evaluated per OAR 345-022-0040.

The Burnt River ERMA is considered an important recreation opportunity, and is therefore evaluated per OAR 345-022-0100.

Existing Conditions: The Burnt River ERMA includes the Burnt River, the surrounding canyon walls, and some of the upland areas that sit above the canyon. In the eastern portion of the area, the rugged canyon walls rise steeply from the narrow valley floor, creating a v-shaped canyon that appears enclosed. Smaller side drainage and tributaries, also appearing v-shaped, create complex forms and lines that appear steep, diagonal, and triangular. The landscape appears rugged due the rough and varying textures of rock throughout the canyon. Further west, traveling up the canyon, the topography becomes less steep and appears moderately rugged and less enclosed. Vegetation is limited and appears scattered to stippled by sagebrush in areas. A small band of low-growing riparian vegetation lines the Burnt River along the base of

the steep canyon walls. The Burnt River appears as a small winding channel of blue-green water with a smooth to rippled surface. The river and riparian vegetation produce some visual contrast and visual variety with the surrounding brown and grey canyon walls. Burnt River Canyon Road follows the Burnt River throughout the Burnt River Canyon area and appears as a smooth, grey, curved line meandering through the base of the canyon. Other human development includes scattered rural development and native surface and paved roads.

Overall, the landscape has a natural-appearing character. Since the resource is located on BLM-managed lands, methods used to assess scenic quality are based on BLM methodology. Using the BLM's visual resource inventory methods per Manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Burnt River Canyon area is considered moderate (class B).

Burnt River ERMA Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
4	1	3	3	1	3	0	14 (B)

Viewer Groups: Viewer groups primarily include local residents traveling along the Burnt River Road and individuals participating in dispersed recreation throughout the Burnt River ERMA, although this type of activity is likely low. Viewers will primarily be transient, focusing in the direction of travel. Within the river zone of the Burnt River, visitors engage in day or overnight land-based recreation opportunities such as fishing, upland bird/big game hunting, camping, driving for pleasure, and hiking in a scenic river canyon environment. In upland areas, visitors engage in day and overnight use, upland bird/big game hunting, horseback riding, camping, rock climbing, driving for pleasure, photography, hiking, wildlife and landscape viewing, and exploration and sightseeing (BLM 2011).

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located >10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts form the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route will cross the Burnt River ERMA area in two locations between MP 170.7-171.5 (two towers) and MP 172.5-173.0 (one tower). Due to the steep, enclosed nature of the canyon and rugged terrain of the Burnt River Canyon area, visibility of the towers will primarily be limited to the eastern fifth of the resource. The Project will be most visible where it crosses Burnt River Canyon Road, the primary viewing platform in the area. The roadway will pass under the conductor between MP 171.0 and MP 171.5. Tower 171/4 and 172/1, both lattice structures measuring 182.5 feet and 147.5 feet, respectively, will be visible on the ridgeline of the canyon. Where the towers are visible, they have the potential to produce up to strong

contrast due to their size and proximity, geometric shape, and smooth surface that will rise above the natural terrain, and likely be skylined, appearing inconsistent with the natural, rugged surroundings. However, views will be of limited duration and episodic, primarily experienced from a moving vehicle. Viewer geometry will be oblique due to the steep slopes of canyon walls. New and improved access roads will be located along and near the Proposed Route in this area; however, they are not expected to be visible from the roadway. Work areas and access roads may be visible from high elevation areas throughout the resource.

Where the Proposed Route crosses the Burnt River Canyon ERMA, scenic quality will be reduced due to changes in value for cultural modification. Despite this localized reduction in scenic quality, the natural-appearing landscape character will be maintained for the majority of the ERMA and overall scenic quality will remain moderate (class B).

Although the Project will not change the scenic quality of the ERMA as a whole, it will not be in conformance with Class II objectives established for portions of the ERMA. The BLM's land use planning regulations at 43 CFR 1610.5-5 state, "an amendment shall be initiated by the need to consider a Proposed Action that may result in a change in the scope of resources uses or a change in the terms, conditions, and decisions of the approved plan." Therefore, an RMP amendment to modify the Baker RMP (BLM 1989) regarding visual resources management in order to grant a ROW for the Proposed Route across BLM-administered lands managed under the Baker RMP (BLM 1989) will be necessary. Amending the RMP will result in changing the portion of VRM Class II lands crossed by the Proposed Route to VRM Class IV lands, which will allow major modification of the landscape character rather than requiring the landscape character to be retained. The change of current planning direction will be determined by the BLM as part of the National Environmental Policy Act process for this project, and IPC anticipates that the BLM will change the designation of the Burnt River Canyon area crossed by the Project from VRM II to VRM IV.

Burnt River Canyon is located outside of the 10-mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

Burnt River ERMA Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
4	1	3	3	1	3	-2	12 (B)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

1 Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

2 Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Magnitude**		
Magnitude	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Impact magnitude will be up to high within the eastern portion of the resource. Due to proximity, towers will introduce strong visual contrast and appear dominant where visible.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The score for the "cultural modification" key factor will be reduced as a result of localized changes in scenic quality where the Project crosses this resource. However, due to the enclosed nature of the landscape, these localized impacts will have a minor contribution to the overall scenic quality and landscape character of the resource. Scenic quality and character will not change; therefore, resource change will be medium. Since the landscape is natural appearing and the towers will be the only visible development rising above the skyline.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views will be of limited duration and episodic, primarily experienced from a moving vehicle. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Impact magnitude will be up to high within the eastern portion of the resource due to proximity of the towers and appear dominant where visible. The score for the "cultural" key factor will be lowered by 2 points as a result of the Project; however, scenic quality and character will remain the same and resource change will be medium. Views will be of limited duration and episodic, primarily experienced from a moving vehicle; therefore, viewer perception will be low. Therefore, impact intensity will be medium.

Degree to Which Impacts are Caused by the Project

The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.

Context

Visual impacts will not be consistent with the purpose of the VRM Class II designation in the localized area at the northeast corner of the resource where the Proposed Route crosses the Burnt River Canyon VRM II area and Burnt River ERMA. Therefore, the location of the Proposed Route within this portion of the Burnt River ERMA will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan in that area. The Baker RMP (BLM 1989) will be amended to change a portion of the Burnt River Canyon VRM II area to VRM Class II to VRM Class IV. Note that following this Plan amendment, this resource will no longer be considered a scenic resource, as ODOE does not consider VRM Class IV areas to be scenic resources.

The Baker RMP (1989) does not recognize scenic value as an attribute of the ERMA. The Baker Field Office (FO) Draft RMP/EIS identifies landscape viewing and sightseeing as a market niche, and river canyon scenery as a recreation experience opportunity (BLM 2011). Because of the localized nature of visual impacts, impacts from the Proposed Project will not preclude scenery-related recreation opportunities.

Indicator	**Context Criteria**
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: Burnt River Canyon VRM II is a scenic resource as defined in OAR 345-022-0080 and therefore by definition, scenery is considered a valued attribute of this resource. The Baker FO Draft RMP/EIS identifies landscape viewing and sightseeing as a market niche, and river canyon scenery as a recreation experience opportunity (BLM 2011).	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: Localized adverse impacts to the Burnt River ERMA will result from strong visual contrast of project features against the existing landscape when viewed from viewer platforms along Burnt River Canyon, and higher elevation areas located in the eastern portion of the resource. Impacts will not be consistent with the purpose of the VRM Class II designation in this localized area. Localized visual impacts will not preclude recreation opportunities within the Burnt River ERMA.	

	Scenery as a Valued Attribute	**Persistence of Scenic Value**
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Summary and Conclusion

Localized adverse impacts to the Burnt River ERMA will result from strong visual contrast of project features against the existing landscape when viewed from viewer platforms along Burnt River Canyon, and higher elevation areas located in the eastern portion of the resource. Visual impacts will solely result from the Project, and not from other past or present actions. Impacts will not be consistent with the purpose of the VRM Class II designation in this localized area. However, localized visual impacts will not preclude recreation opportunities within the Burnt River ERMA. As proposed, visual impacts to the Burnt River ERMA area are considered **less than significant.**

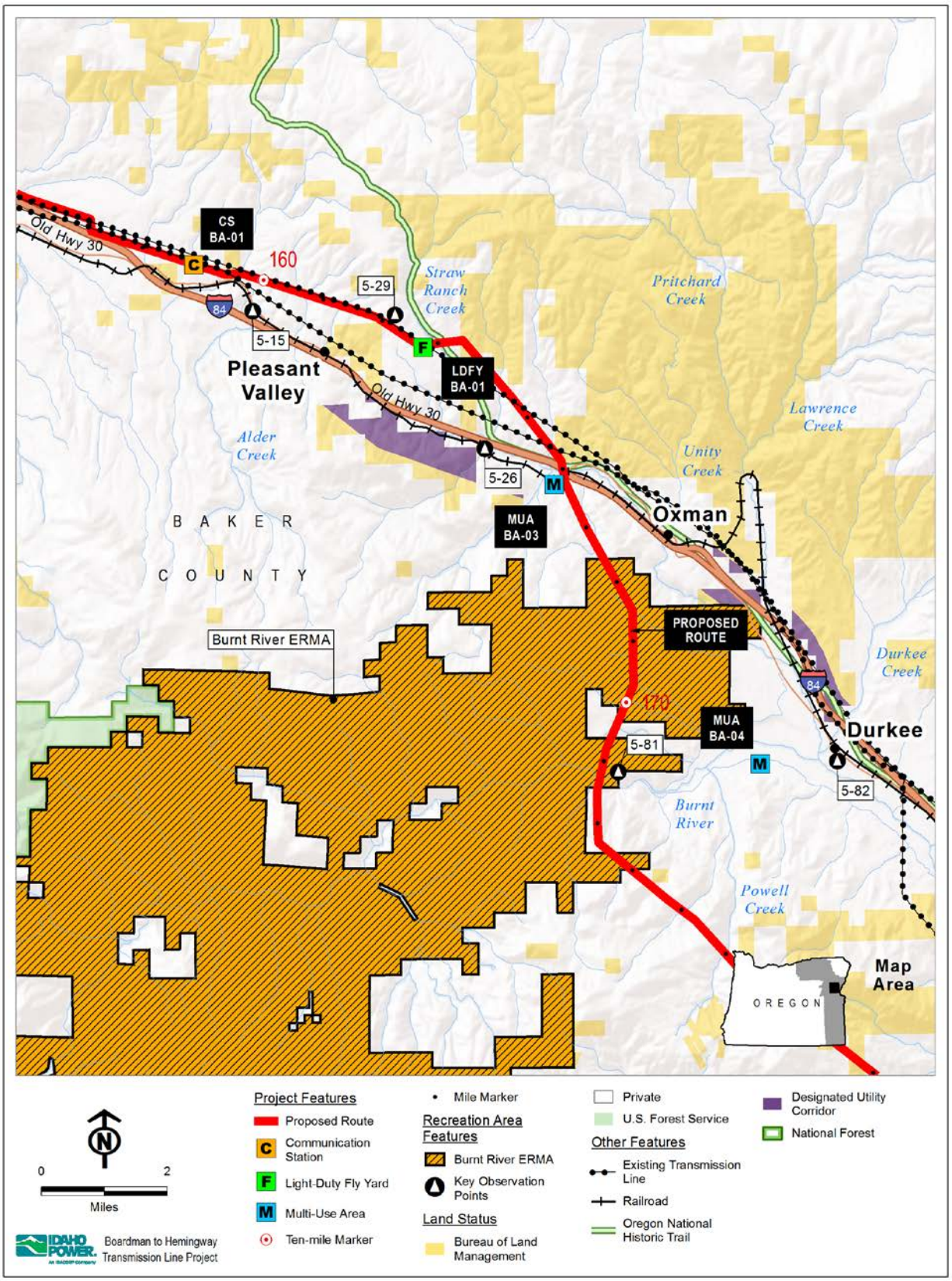

Figure T-4-10. Burnt River Extensive Recreation Management Area

3.13 Snake River Breaks Extensive Recreation Management Area

Resource: Snake River Breaks ERMA

Relevant Exhibit: T

Exhibit R Map ID: Snake River Breaks ERMA

Relevant Plan: Baker RMP (BLM 1989)

Resource Type: Area

Relevant KOP(s): 5-59

PART 1: Establish Baseline Conditions

Designation: Extensive Recreation Management Area managed by the BLM Vale District (BLM 1989). Note that a portion of this resource is managed per VRM Class III Objectives.

Interpretation of Designation: ERMAs are BLM administrative units that require specific management consideration in order to address recreation use and demand. The ERMAs are managed to support and sustain the principal recreation activities and associated qualities and conditions. Recreation management actions within an ERMA are limited to only those of a custodial nature. Management of ERMA areas is commensurate with the management of other resources and resource uses.

Resource Overview: The BLM Vale District manages public land around the Brownlee, Oxbow, and Hells Canyon reservoirs as the Snake River Breaks ERMA. The areas are managed by the BLM to provide day or overnight recreation opportunities, camping, upland bird and big game hunting, fishing, boating, hiking and driving for pleasure. Recreation facilities for all lands within the Snake River Breaks ERMA include one developed and 7 semi-developed campgrounds. The Baker Field Office Draft RMP (BLM 2011) indicates the area is currently managed to provide fishing, hunting, camping, and hiking and proposes to manage the area as a SRMA. The Proposed Route is located approximately 0.8 mile to the west of only one of the ERMA parcels, which is located to the west of the Brownlee Reservoir and north of Huntington. One multiuse site is also located approximately 0.5 mile southwest of this same ERMA parcel.

Per OAR 345-022-0080, the Snake River Breaks ERMA is not being evaluated as a Scenic Resource.

The Snake River Breaks ERMA is not one of the 16 categories of protected areas listed in OAR 345-022-0040(1), and therefore is not being evaluated as a Protected Area.

The Snake River Breaks ERMA is considered a recreation opportunity per OAR 345-022-0100.

Existing Conditions: The Snake River Breaks ERMA is located in the Continental Zone Foothills of the Blue Mountains Ecoregion (Figure T-4-11). The Snake River and Brownlee Reservoir and surrounding canyon are distinct natural features within the Brownlee Reservoir West landscape. The reservoir appears as a smooth to rippled, reflective, flat surface that is blue-green in color. Narrow, steep valley walls rise above the reservoir with angled to curved lines and brown and beige colors. Textures of the sidewalls include fine to medium sidewalls and rough rock outcroppings. Vegetation is primarily limited to low-growing sagebrush and grasses that appear patchy to stippled and gold, green, and grey in color. The uplands above the river are characterized by rolling terrain with undulating ridgelines and numerous small drainages that dissect the area. Views are primarily enclosed by the valley; however, on the highlands above the river, more expansive views of adjacent mountains are visible and the landscape appears large. Human development includes a bridge, paved and native surface roads, and the reservoir.

Overall, the landscape has a natural-appearing character, as both natural and human developments (primarily the reservoir) are expressed and exist in harmony. Since the resource is located on BLM-managed lands, methods used to assess scenic quality are based on BLM methodology. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Snake River Breaks ERMA is considered moderate (class B).

Snake River Breaks ERMA Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
3	1	3	2	2	2	0	13 (B)

Viewer Groups: Viewers primarily include recreators both on and off the water, and are both transient and stationary.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. This site is also located greater than 10 miles from forested portions of the Proposed Route and the Morgan Lake Alternative, and is therefore not analyzed for visual impacts form the cleared ROW. Similarly, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route will be located approximately 0.2 mile from the Snake River Breaks ERMA at its closest point at the southern end of the resource (at Brownlee Reservoir). The Project will parallel an existing 138-kV transmission line in this area. Further north, the Proposed Route veers northwest, increasing its distance from the resource to beyond 10 miles. Towers associated with the Proposed Route will only be visible from the higher elevations of the ERMA and will not be visible from the surface of the reservoir or along the shore. Visible towers could be partially skylined and introduce up to moderate contrast from distances greater than 2 miles. In the northwest portion of the resource, the bare-earth viewshed indicates that towers will be visible; however, distances will be 4 miles or more, visual contrast will be weak, and the towers will appear subordinate to the large-scale landscape at this distance. Access roads and other project features will be greater than 2 miles from the resource and will appear consistent with the landscape, which includes numerous native surface roads. The natural-appearing landscape character will be maintained, since the towers will introduce moderate contrast to a small portion of the resource such that the landscape will continue to predominantly express natural, not human, evolution. The adjacent scenery component score will be reduced; however, despite the small reduction in adjacent scenery, scenic quality will remain moderate (class B).

The Snake River Breaks ERMA is located outside of the 10-mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

Snake River Breaks ERMA Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
3	1	3	2	1	2	0	12 (B)

1

2 Likelihood of Impact

3 IPC considered all identified impacts to be "likely" to occur.

4 Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

5 Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Visible towers could be partially skylined and introduce up to moderate contrast from distances greater than 2 miles. They will appear co-dominant with the large-scale landscape, and impact magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The adjacent scenery component score will be reduced; however, despite the small reduction in adjacent scenery, moderate (class B) scenic quality and the natural appearing landscape character will be retained such that resource change will be medium. The Project will not be the sole contributor to this resource change, as it will be sited next to an existing 138-kV line and collectively influence adjacent scenery of the resource.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Viewers within ERMA will primarily be engaging in reservoir-based recreation activities. As there is no visibility of the towers associated with the Proposed Route in the valley bottom, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Impact magnitude will be medium; towers could be visible from greater than 2 miles and will be partially skylined. The adjacent scenery factor score will be reduced; however, scenic quality and landscape character will not change, so resource change will be medium. Viewers within Brownlee Reservoir West will primarily be engaging in reservoir-based recreation activities where there will be no visibility of the Project such that viewer perception will be low. Therefore, long-term visual impacts will be of medium intensity.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions, including roads and an existing 138-kV line, which collectively influence adjacent scenery of the resource.

Context

Indicator	**Context Criteria**
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: The Snake River Breaks ERMA is managed in part as a VRM Class II resource, and therefore it is assumed that scenery is considered a valued attribute of this resource. The Baker FO Draft RMP/EIS identifies landscape viewing scenic landscapes as a recreation experience opportunity (BLM 2011).	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.

Indicator	Context Criteria
Explanation: The BLM maintains the visual values of lands they administer through their VRM System. Visual values of the Snake River Breaks ERMA are managed per VRM Class II objectives. Because of the limited visibility of the Project from the ERMA, changes to the landscape within the boundary of the lands managed according to VRM Class II will be negligible. The contribution of adjacent scenery to the overall scenic quality of the scenic resource will be reduced; however the scenic class will remain the same. There will be no visual impacts to the Oxbow, and Hells Canyon reservoirs. The Project will conform to VRM Class II objectives and consequently is consistent with BLM's management of Snake River Breaks ERMA's visual qualities.	

Summary and Conclusion

Visual impacts on the Snake River Breaks ERMA (Brownlee Reservoir) will be medium intensity and characterized by low viewer perception. Impacts will result from the combined influence of the Project with other past or present actions that collectively influence the scenery quality of the resource. The resulting medium intensity impacts will not preclude the ability of the resource to provide recreational value, for which it is recognized (BLM 1989). There will be no visual impacts to the Oxbow and Hells Canyon reservoirs. Visual impacts to Snake River Breaks ERMA will be **less than significant**.

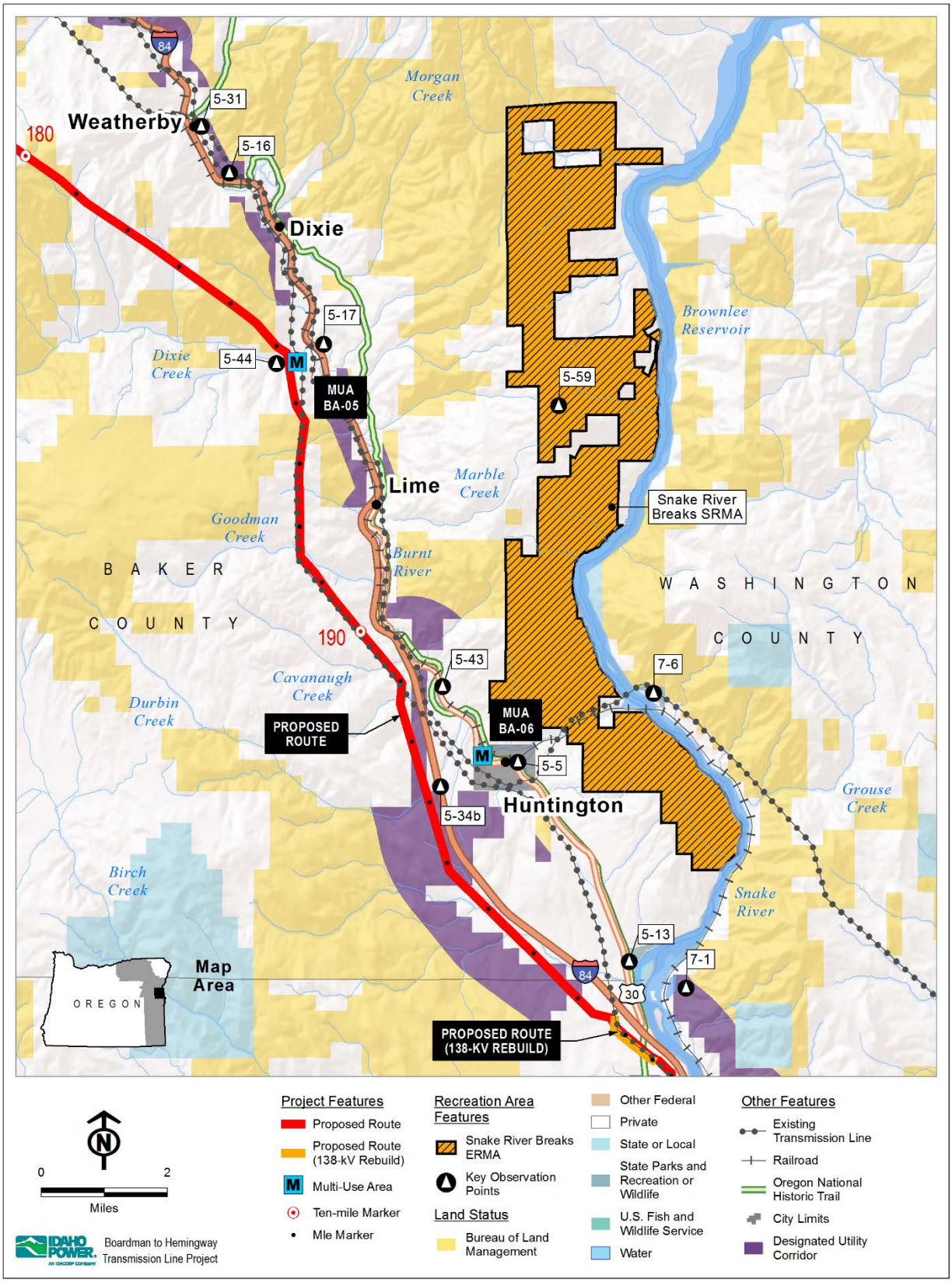

Figure T-4-11. Snake River Breaks Extensive Recreation Management Area

3.14 Farewell Bend State Recreation Area

Resource: Farewell Bend State Recreation Area (SRA)

Relevant Exhibit: L, T

Relevant Plan: No applicable land use plan.

Resource Type: Area

Relevant KOP(s): 5-13

PART 1: Establish Baseline Conditions

Designation: There is no management plan prepared to date for the Farewell Bend SRA. The mission of the OPRD is to "provide and protect outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations" (OPRD 2016a).

Interpretation of Designation: The SRA provides the public with day use and overnight recreation outdoor opportunities along the Brownlee Reservoir. Although there is no management plan for the SRA, OPRD includes scenery as one of the park's attributes for visitor enjoyment on the Park website (OPRD 2015). Additionally, since the mission of OPRD includes providing and protecting outstanding natural scenery; visual resources are considered a valued attribute to this recreation resource.

Resource Overview: Farewell Bend SRA is a designated unit of the Oregon state park system and is administered by the OPRD. The park is located about 3 miles southeast of Huntington in Baker County on the west shore of the Snake River's Brownlee Reservoir (Figure T-4-12). The principal facilities at the park are a campground with 91 sites with electricity and water and 30 tent sites, and restrooms with flush toilets and showers; a boat ramp and large parking area; a wastewater dump station; and a day-use area. The day-use area includes picnic tables and fire rings, a fishing dock, a viewing deck, and basketball and volleyball courts. Additional facilities at the site include a group tent camp, two cabins available for rent, a hiker/biker camp, and a shelter with Oregon Trail interpretive displays (OPRD 2015).

Per OAR 345-022-0040, Farewell Bend SRA is being evaluated as a Protected Area.

Per OAR 345-022-0080, Farewell Bend SRA is not considered a Scenic Resource.

Per OAR 345-022-0100, Farewell Bend SRA is being evaluated as a Recreation Resource.

Existing Conditions: The landscape of the SRA is primarily flat to gradually sloping. Vegetation includes groups of tall, deciduous trees and mowed grass lawns. Human development is associated with the recreational facilities in the park including flat, smooth, paved and gravel parking lots, roads, paths, and tent pads. Buildings appear rectangular and include bathroom facilities, cabins, and a fish-cleaning station. The Brownlee Reservoir to the east of the day use and camping areas appears large, smooth, and glassy and is the primarily scenic attribute of the SRA. Colors include light browns, tans, greens, and blue from the reservoir. The landscape to the east of the reservoir includes rolling hills with short grass and shrub vegetation. The hills flanking the reservoir and the mature trees provide some enclosure. I-84 travels immediately west of the SRA and the reservoir. Though located approximately 0.5 miles from the SRA, views of I-84 are generally shielded by mature vegetation in the SRA. Existing views from the SRA directed to the southeast over the reservoir will include I-84 and some scattered development. Overall, the landscape of the SRA is considered a cultural landscape. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM

1986), the scenic quality of the existing landscape for the Farewell Bend SRA is considered medium (class B) as shown below:

Farewell Bend SRA Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	3	4	3	2	3	-1	16 (B)

Viewers: Viewers will be individuals participating in day use or overnight activities. Viewers will be located both on land and on the water and be primarily stationary, with the majority of views focused at or across the water to the east and southeast.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis.

.Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route is located 0.7 mile west and south of the park. Existing roads located between the SRA and the Project would be used; however, these roads would not require substantial improvements. New improved primitive and graded access roads along the centerline may be visible. The transmission towers associated with the Proposed Route will be the primary source of visual contrast experienced from the SRA, primarily due to their size, proximity, and number of towers that will be visible. The large, geometrical form and smooth texture will contrast against the fine to medium rolling, rounded hills to the south. The scale of the structures will appear smaller between MP 197.9 and MP 199.1, as H-frame structures in this segment will range in height from 65 to 100 feet. Collectively, transmission towers will introduce moderate visual contrast due to backdropping of the terrain. The light, reflective color will also contrast against the light to medium brown color of vegetation and rock outcrops.

The transmission towers associated with the Proposed Route will be backdropped by light-colored terrain when viewed from day use areas and camp sites to the south/southeast at distances of approximately 1 to 1.7 miles. From these viewing areas, the Brownlee Reservoir and development along its southern shore and I-84 will appear co-dominant with the Project. Views to the west will be primarily blocked by vegetation bordering the SRA. Views of the Project will be equally head-on or peripheral, depending on where the viewer is located within the SRA and will generally be experienced from a neutral vantage point. The proposed 500-kV towers will reduce the quality of adjacent scenery to the south of the SRA; however, this reduction will be relatively small due to the backdropping of the hills. The overall scenic quality will not change, and the landscape will retain its cultural character.

Farewell Bend State Recreation Area SRA is located outside of the 10- mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and is therefore impacts from this Project feature are not discussed any further in this document.

Farewell Bend SRA Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	3	4	3	1	3	-1	15 (B)

1 Likelihood of Impact

2 IPC considered all identified impacts to be "likely" to occur.

3 Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: At its closest point, the Proposed Route is approximately 0.7 mile west of Farewell Bend SRA. At this location, both I-84 and a band of mature trees at the western boundary of the SRA are situated between the SRA and the Proposed Route. These features will be co-dominant in the landscape with transmission line. The mature trees shield views of the Project from the interior of the SRA. Where visible from day use areas and camp sites to the south/southeast, the transmission towers associated with the Proposed Route will be backdropped by light-colored terrain. The Project will introduce moderate contrast in the middleground, at distances of approximately 1 to 1.7 miles. From these viewing areas, the Brownlee Reservoir (and development along its southern shore) and I-84 will appear co-dominant with the Project. Due to moderate contrast and the co-dominance of other landscape elements, magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The transmission towers associated with the Proposed Route will lower the quality of the SRA's adjacent scenery. However, this change will only result in a small change to the scenic quality scoring, and the overall scenic quality will not change. The cultural landscape character will be maintained. Therefore, resource change will be medium.			

Indicator	Criteria used to Determine Resource Change		
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/ middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be equally head-on or peripheral, depending on where the viewer is located within the SRA and will generally be experienced from a neutral vantage point. Therefore, viewer perception will be <u>medium</u>.			

PART 3: Consideration of Intensity, Causation, and Context

<u>Impact Intensity</u>

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Proposed Route will have medium magnitude impacts from 500-kV towers placed up to 0.7 mile from the SRA to the west and southwest. The structures will introduce moderate visual contrast and appear co-dominant. The quality of the SRA's adjacent scenery will be lowered; however, the overall scenic quality and landscape character will remain the same such that the resource change will be medium. Views of the Project will be head-on and peripheral, depending on where the viewer is located within the SRA, and will generally be experienced from a neutral vantage point such that viewer perception will be medium. Views of the Brownlee Reservoir from the SRA, the primary scenic attribute, will not be affected. Visual impacts will be medium intensity.

<u>Degree to Which Impacts are Caused by the Project</u>

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions. The landscape has a cultural character due to the past actions including rural development and I-84. The Project is consistent with this landscape character type.

Context

Indicator	Context Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: Although there is no management plan for the SRA, OPRD includes scenery as one of the park's attributes for visitor enjoyment. Therefore, visual resources are considered to be a valued attribute to this resource.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded**. Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded**. Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: Although the Project will introduce moderate contrast to the landscape, it will not preclude visitors from enjoying the day use and overnight facilities offered at the SRA. The Brownlee Reservoir, which is the primary scenic attribute, will persist and views from the SRA to the east would be unaffected.	

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Although the Project will introduce moderate contrast to the landscape, it will not preclude visitors from enjoying the day use and overnight facilities offered at the SRA. The Brownlee Reservoir, which is the primary scenic attribute, will persist and views from the SRA to the east would be unaffected.

Summary and Conclusion

The Project will result in long-term visual impacts to the Farewell Bend SRA that will be medium intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. While the Project will result in such impacts, the impacts will not preclude the ability of the Farewell Bend SRA to provide the valued scenic attributes experienced by park visitors. Therefore visual impacts to the Farewell Bend SRA will be **less than significant**.

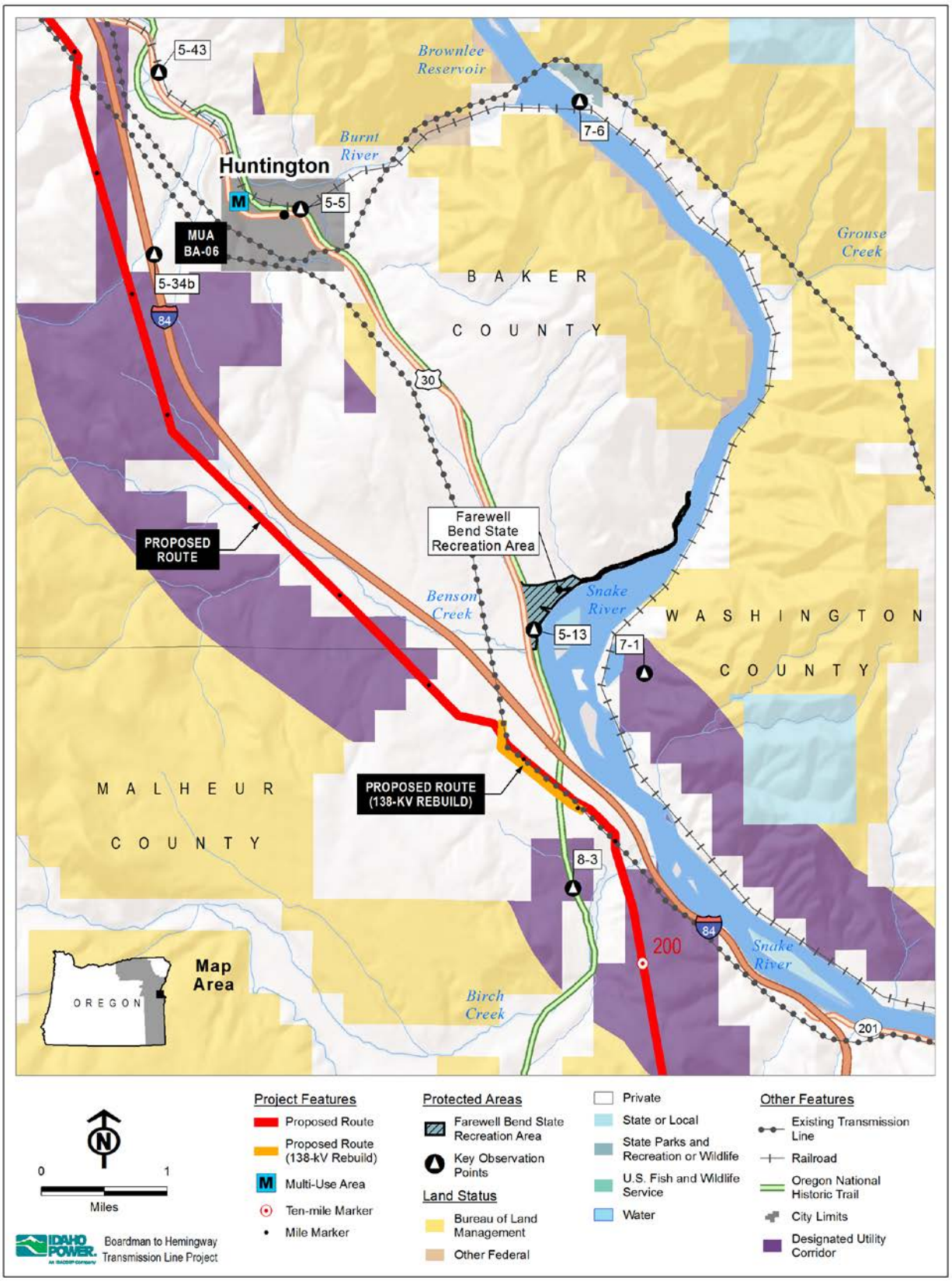

Figure T-4-12. Farewell Bend State Recreation Area

3.15 Weiser Dunes Off-Highway Vehicle Play Area

Resource: Weiser Dunes OHV Play Area

Relevant Exhibit: T

Relevant Plan: BLM Boise District Cascade RMP (1987)

Resource Type: Area

Relevant KOP(s): 7-1

PART 1: Establish Baseline Conditions

Designation: This area is managed by the BLM as an OHV play area. It provides novice and intermediate terrain for OHV use.

Interpretation of Designation: The OHV Play Area is not managed for scenic resources.

Resource Overview: The Weiser Dunes OHV Play Area is located adjacent to the Snake River, across the river from Farewell Bend SRMA and encompasses 130 acres of sand dunes, providing a good opportunity for OHV use on sand dune terrain (Figure T-4-13). Facilities are limited and include a pit toilet and an undeveloped camping area. There are no fees to use this recreation area. The play area is considered an important recreation opportunity due to the assumed moderate use level and relative rareness and irreplaceability due to the limited supply of sand dune terrain on public lands in the area.

Per OAR 345-022-0080, the Weiser Dunes OHV Play Area is not considered a Scenic Resource.

Per OAR 345-022-0040, the Weiser Dunes OHV Play Area is not considered a Protected Area.

Per OAR 345-022-0100, Weiser Dunes OHV Play Area is being evaluated as a Recreation Resource.

Existing Conditions: The Weiser Dunes OHV Play Area is located within the Treasure Valley portion of the Snake River Plain Ecoregion, which is underlain by alluvial fan deposits. The landscape of the OHV play area is flat to rolling sand dunes with sparse vegetation. The tan color of the sand is the dominant color of the foreground and the hills beyond. The sand appears smooth and soft. The Snake River, appearing as a wide, flat, reflective horizontal feature, is a major focal feature of the landscape to the west. Taller riparian vegetation and mature trees line the shores of the Snake River, which appear dark. The landscape west of the river and to the north and east of the play area consists of rolling terrain carpeted by low-growing grass dotted with clumps of sagebrush creating lines that are curving, directional, and undulating. Cultural modifications to the natural landscape in the foreground include cut slopes along Olds Ferry Road; open, flat unvegetated areas and user-made rock fire rings in the immediate foreground; and an adjacent railroad line with a parallel utility line. Numerous modifications are evident in middleground views, including I-84, U.S. Highway 30, several secondary roads, several geometric residential and commercial structures, a cellular phone tower, and an electric transmission line and local utility lines. The landscape has a cultural landscape character. The overall scenic quality is considered medium (Class B), based on a moderate degree of landform complexity, apparent color contrasts and complexity, variation in vegetation cover, and the water feature of the Snake River. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Weiser Dunes OHV Play Area is considered low (class C) as shown below:

Weiser Dunes OHV Play Area Scenic Quality Rating: Pre-Project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	1	3	2	2	2	-1	11 (C)

Viewer Groups: Viewers are primarily recreators using the play area to ride OHVs and camp and are stationary and transient.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site and are therefore not considered in this visual impact analysis.

Because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The entire play area is within the Project viewshed, with the closest tower approximately 0.5 mile west of the play area. The transmission towers associated with the Proposed Route will be backdropped by desert hills such that the transmission line will introduce moderate contrast from the play area and appear co-dominant with other landscape features, including I-84 and the Snake River in front of, and the desert hills behind, the Proposed Route. Views of the Project will be experienced from a neutral vantage point by individuals in motion while riding OHVs as well as stationary individuals while picnicking or camping. Viewer perception will be equally head-on and peripheral and equally continuous and intermittent depending on viewer activity and location within the play area. The Proposed Route will lower the quality of the play area's adjacent scenery. However, adjacent scenery has a limited effect on the quality of the play area's landscape, so this change will only result in a small change to the scenic quality scoring, and the overall scenic quality will not change. The cultural landscape character will be maintained.

Weiser Dunes OHV Play Area is located outside of the 10-mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

Weiser Dunes OHV Play Area Scenic Quality Rating: Post-Project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	1	3	2	1	2	-1	10 (C)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	Criteria used to Determine Impact Duration		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and Project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and Project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and Project-related impacts are dominant.
Explanation: The entire play area is within the Project viewshed with the closest tower approximately 0.5 mile west of the play area. The transmission towers associated with the Proposed Route will be backdropped by desert hills such that the transmission line will introduce moderate contrast from the play area and appear co-dominant with other landscape features, including I-84 and the Snake River in front of, and the desert hills behind, the Proposed Route. Therefore, the magnitude of impacts will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The Proposed Route will lower the quality of the play area's adjacent scenery. However, adjacent scenery has a limited effect on the quality of the play area's landscape, so this change will only result in a small change to the scenic quality scoring, and the overall scenic quality will not change. The cultural landscape character will be maintained. Therefore, the resource change will be medium.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be experienced from a neutral vantage point by individuals in motion while riding OHVs as well as stationary individuals while picnicking or camping. Viewer perception will be equally head-on and peripheral and equally continuous and intermittent depending on viewer activity and location within the play area. Therefore, viewer perception will be medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Proposed Route will have medium magnitude impacts from towers approximately 0.5 mile west of the play area that will introduce moderate contrast and appear co-dominant in the landscape. The quality of the adjacent scenery of the play area will be slightly reduced, but the landscape character and scenic quality will not change so resource change will be medium. Viewer perception will be equally head-on and peripheral and equally continuous and intermittent depending on viewer activity and location within the play area; viewer perception will be medium. Impact intensity will be medium.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions. The landscape has a cultural character due to the past actions such as I-84. The Project is consistent with this landscape character type.

Context

Indicator	**Context Criteria**
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: The play area is not managed for scenic resources. Therefore, scenery is not considered a valued attribute for which the area was designated.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: Scenery is not considered a valued attribute for which the area was designated. Therefore, medium intensity visual impacts to the Weiser Dunes OHV play area will not preclude the resource from providing the value for which it was designated.	

	Scenery as a Valued Attribute	**Persistence of Scenic Value**
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Scenery is not considered a valued attribute for which the area was designated. Therefore, medium intensity visual impacts to the Weiser Dunes OHV play area will not preclude the resource from providing the value for which it was designated.

Summary and Conclusion

The Project will result in long-term visual impacts on the Weiser Dunes OHV play area. Impacts will be medium intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. While the Project will result in such impacts, scenery is not considered a valued attribute for which the area was designated, and the play area will continue to provide the value for which it was designated. Therefore, visual impacts to the Weiser Dunes OHV play area will be **less than significant**.

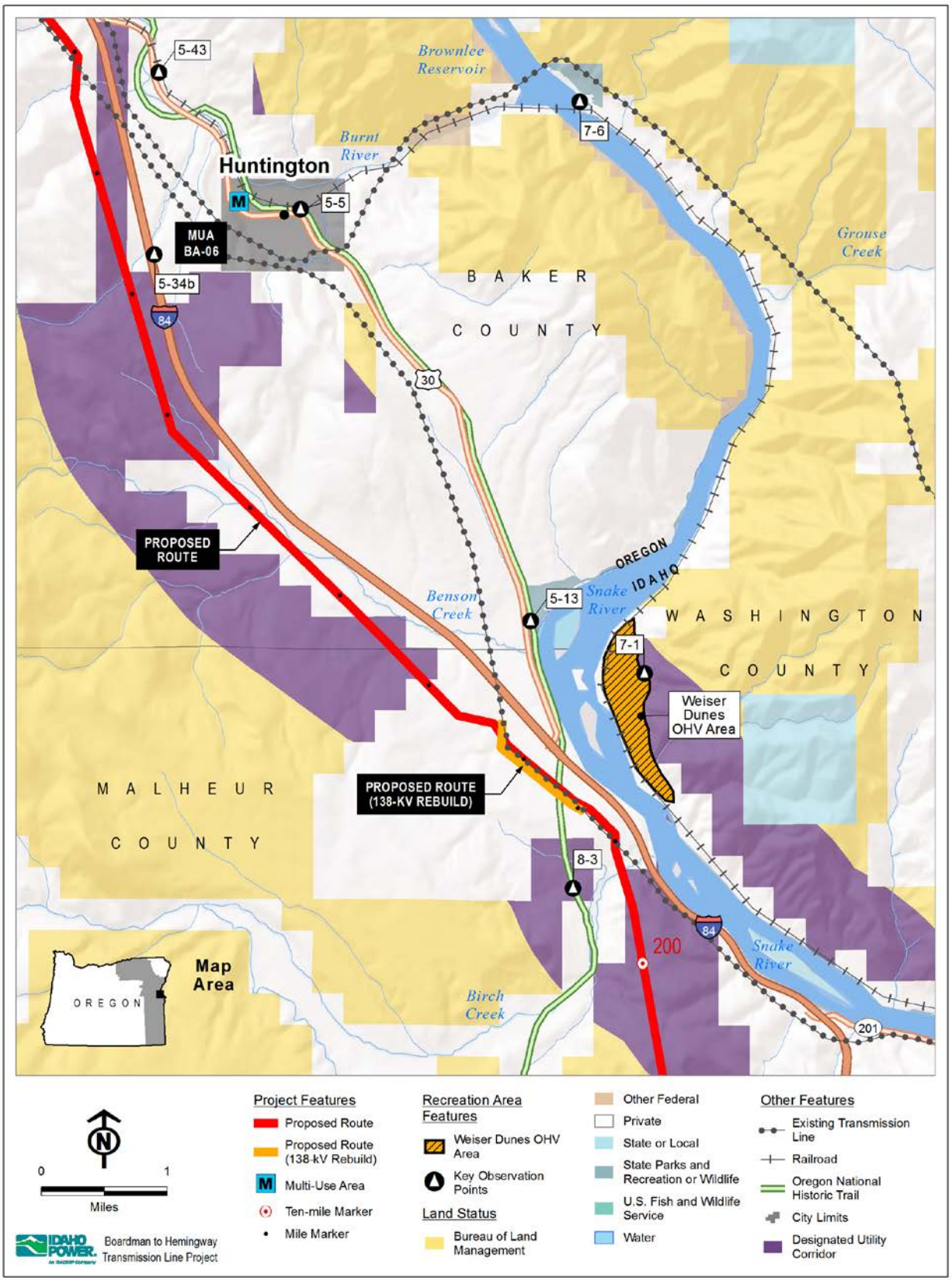

Figure T-4-13. Weiser Dunes Off-Highway Vehicle Play Area

3.16 Oregon Trail Area of Critical Environmental Concern / Special Recreation Management Area – Birch Creek parcel

Resource: Oregon Trail ACEC / SRMA – Birch Creek parcel

Relevant Exhibit: L, R, T

Exhibit R Map ID: VRM M1

Relevant Plan: Southeast Oregon Resource Management Plan (SEORMP) (BLM 2002)

Resource Type: Area

Relevant KOP(s): 8-3

PART 1: Establish Baseline Conditions

Designation: The relevant and important values of the Birch Creek Parcel are historic and scenic. Per the SEORMP,

> "The scenic value of this ACEC is associated with the historical landscape integrity of the area. The rolling hills and view to the north of Farewell Bend and the Snake River have not changed since the emigrants passed through this country and contribute to the overall scenic value…..the area will be managed as VRM Class II". (BLM 2002).

The Birch Creek Parcel is also designated as an SRMA, which is managed for public education and enjoyment of the Oregon Trail and its setting and follows the direction indicated for the Birch Creek Parcel (BLM2002).

Interpretation of Designation: Visual quality within the Birch Creek Parcel should be protected. Scenery protection should emphasize views to the north of Farewell Bend and the Snake River. Per VRM Class II objectives, the change in landscape character should be low such that the existing landscape character is retained within the VRM Class II boundary (BLM 1986). Per BLM Guidance Manual 1613, the designation as an ACEC serves as a reminder that significant value(s) or resource(s) exist which must be accommodated when future management actions and land use proposals are considered near an ACEC (BLM 1988). Consequently, should potentially adverse impacts from the proposed action be identified, IPC should mitigate those impacts to the extent feasible.

Resource Overview: The Birch Creek Parcel includes 119 acres encompassing the Oregon National Historic Trail (Figure T-4-14). It is located approximately 2 miles south of Farewell Bend, an important landmark of the National Historic Oregon Trail that was recognized by the emigrants due to its unique shape. This segment of the trail was historically used as a camping area on approach to the Snake River at Farewell Bend. Features at the site include a parking turnout, a wagon rut swale within a fenced exclosure, a short trail adjacent to the ruts, and interpretive panels (BLM 2002). The area around the Birch Creek Parcel is characterized by a mixture of privately owned rangeland and federal lands managed by the BLM. The Birch Creek Parcel is bordered by private lands to the east, north, and west. Per OAR 345-022-0040, Oregon Trail ACEC – Birch Creek Parcel is being evaluated as a Protected Area.

Per OAR 345-022-0080, Oregon Trail ACEC – Birch Creek Parcel is being evaluated as a Scenic Resource.

Per OAR 345-022-0100**,** Oregon Trail ACEC – Birch Creek Parcel is being evaluated as a Recreation Resource.

Existing Conditions: The Birch Creek Parcel is located within the Unwooded Alkaline Foothills portion of the Snake River Plain Ecoregion. The view to the west from the interpretive panel

consists of gently rolling terrain in the foreground and middleground that subtly transitions to steeper terrain in the background. Alluvial fans and natural bowls are apparent in the background terrain. Colors in the landscape include light browns, tans, reds, grays, and blues. Lines in the landscape are undulating and horizontal with diagonal lines visible in the middleground and background. The dominant texture from the landform is smooth. Vegetation appears medium to coarse in the foreground to fine, uniform, and dotted in the foreground and middleground. Cultural modifications to the natural landscape consist of the historic Oregon Trail, gravel-surfaced road, the interpretive site facilities, and a residence. The Birch Creek Parcel has a historic landscape character because of the Historic Oregon Trail and relative lack of additional development. The overall scenic quality is considered low (class C), due to the simplicity and uniformity of land form, colors and textures of the landscape.

Oregon Trail ACEC – Birch Creek Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	1	0	2	3	2	1	11 (C)

Viewer Groups: Viewers include tourists and historic trail enthusiasts. Visitor numbers are limited due to remoteness and lack of recreational facilities. Viewers will concentrate at the interpretive panel (stationary) and along the historic Oregon Trail (transient).

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.Proposed RouteThe transmission line associated with the Proposed Route will be located 0.2 mile northeast of the Birch Creek Parcel. The Proposed Route includes the rebuild of 1.1 miles of the existing Quarts to Weiser 138-kV transmission line and the siting of the Project transmission line within the existing ROW. Between MP 197.6 and MP 198.8, the Proposed Route will be located in the existing IPC 138-kV transmission line ROW. The 138-kV transmission line will be rebuilt to the southwest of the Proposed Route in a new ROW. In siting the Project at this location, IPC employed measures to reduce visibility from the ACEC parcel. To accomplish this goal, IPC sited the Project line as far north as feasible, without encroaching on active agricultural areas. Towers located between MP 198 and MP 199 will use shorter stature H-frame structures ranging in height from 65 to 100 feet. This structure type, combined with constructing towers at lower elevations than the ACEC, will maximize the proportion of the Project screened from view by existing topography.

The structures will appear sequential as they traverse the landscape in a northwest-southeast direction. Views of the towers will primarily be head-on and experienced by both stationary and transient viewers. The structures will result in weak visual contrast and appear subordinate to the landscape. Though visible, the transmission towers associated with the Proposed Route will not substantially lower the quality of the adjacent scenery outside the Birch Creek Parcel. The

landscape character will remain historic due to the prominence of natural features in the viewshed. The overall scenic quality of the landscape will remain low (class C). Because the Project has been sited outside the Birch Creek Parcel, there will be no changes to the landscape within the boundary of the Birch Creek Parcel.

The Project will conform to VRM Class II objectives within the Birch Creek Parcel, and is therefore consistent with BLM's VRM direction to protect visual values within the Birch Creek Parcel.

The Birch Creek ACEC is located outside of the 10- mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and is therefore impacts from this Project feature are not discussed any further in this document.

Oregon Trail ACEC – Birch Creek Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
2	1	0	2	2	2	1	10 (C)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line and towers, and therefore will be long term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Magnitude		
Magnitude	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Towers located between MP 198 and MP 199 will use shorter stature H-frame structures ranging in height from 65 to 100 feet. This structure type, combined with constructing towers at at lower elevations than the ACEC, will maximize the proporation of the Project screened from view by existing topography. Impacts are considered to be of low magnitude.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: Though visible, the transmission towers associated with the Proposed Route will not substantially lower the quality of the adjacent scenery outside the Birch Creek Parcel. The landscape character will remain historic due to the prominence of natural features in the viewshed. The overall scenic quality of the landscape will remain low (class C). Views to the north will be protected. The resource change will be medium.			

Indicator	Criteria used to Determine Resource Change		
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views from the interpretive panels and trail will primarily be directed to the northeast, north, and northwest toward the Proposed Route (head on). Viewers walking along the trail will experience the landscape in its entirety, with 360 degree views extending across the basin. For these viewers, the Project will be experienced intermittently. Project features will be subordinate to the large scale and natural setting of the landscape. Therefore, viewer perception will be medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project will result in long-term, medium magnitude impacts from the operation of lower stature H-frame towers sited in close proximity to the Birch Creek Parcel and associated viewer platforms. This tower type and configuration will not substantially lower the quality of the adjacent scenery. The resource change will be medium due to the small change in value of adjacent scenery; however, landscape character will remain. Views from within the ACEC will be variable such that viewer perception of medium magnitude impacts will be medium. Visual impacts will be of medium intensity.

Degree to Which Impacts are Caused by the Project

Though evidence of cultural modification exists within the landscape, impacts disclosed in this assessment will primarily result from the Project and are not the result of other past or present actions.

Context

Indicator	Context Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: Scenery is considered a valued attribute to the Birch Creek Parcel as it is managed per the SEORMP (BLM 2002) to preserve the unique visual qualities of the area. Views to the north should be maintained.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded**. Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded**. Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: The BLM maintains the visual values of lands they administer through their VRM System. Visual values of the Birch Creek Parcel are managed per VRM Class II objectives. The Project, as mitigated, preserves views of the Birch Creek area, particularly to the north toward Farewell Bend and the Snake River. The contribution of adjacent scenery to the overall scenic quality of the Birch Creek Parcel will be slightly reduced; however, the scenic class will remain the same. The Project will conform to the VRM Class II objectives and consequently is consistent with BLM's management of the Birch Creek Parcel's visual qualities.	

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Summary and Conclusion

Visual impacts to the Birch Creek ACEC will be of medium intensity, resulting from medium viewer perception and medium resource change. Though evidence of cultural modification exists within the landscape, impacts disclosed in this assessment will primarily result from the Project. IPC has found the Project, as mitigated, would not preclude the resource from providing the scenic value for which it is recognized. Visual impacts to the Birch Creek ACEC will be **less than significant.**

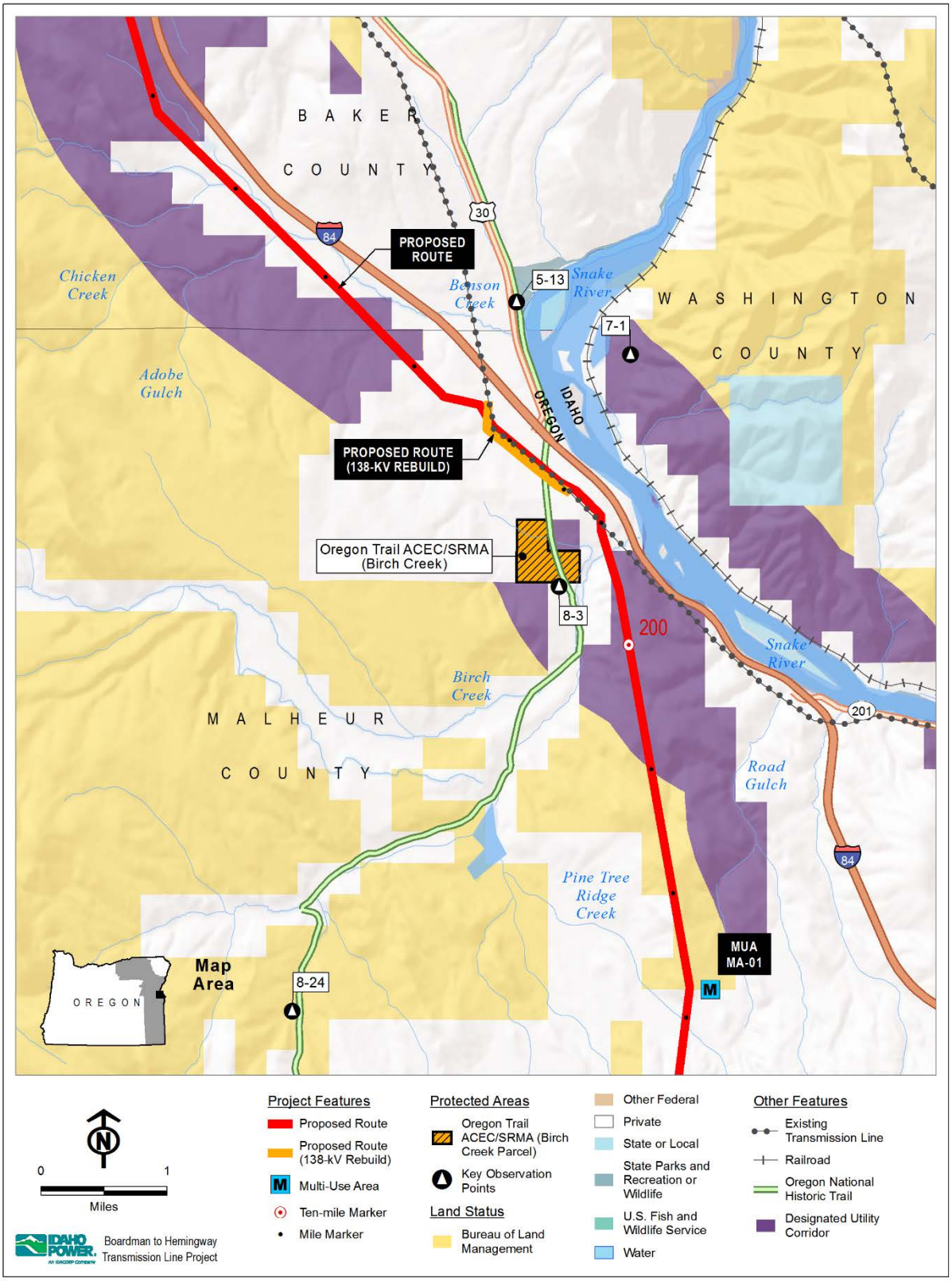

Figure T-4-14. Oregon Trail Area Special Recreation Management Area – Birch Creek Parcel

3.17 Snake River Islands Wildlife Area

Relevant Exhibit: L, T

Relevant Plan: No management plan identified

Resource Type: Area

Relevant KOP(s): N/A

PART 1: Establish Baseline Conditions

Designation: The Snake River Islands WA is an ODFW-designated WA. No planning documents were identified for this resource.

Interpretation Designation: The purpose of the WA is to protect wildlife and its habitat while providing recreation opportunities that are compatible with wildlife and its habitat. The WA is not managed to protect scenic resources.

Resource Overview: The Snake River Islands WA comprises three islands within the Snake River: Huffman Island, Porter Island, and Patch Island. The islands are distributed within the Snake River from Farewell Bend, Oregon to the just south of Weiser, Idaho (Figure T-4-15). The refuge protects grasslands and riparian forests on the Snake River islands that provide habitat for resident and migratory birds. The purpose of the WA is to protect wildlife and its habitat while providing compatible recreation opportunities. The refuge is not managed to protect scenic resources. The Proposed Route is located approximately 1.0 mile to the west of the WA at its closest point. There are no roads or trails on the islands, and all access is by boat. Primary recreation activities on the islands include wildlife viewing, photography, hunting, and fishing.

Per OAR 345-022-0080, Snake River Islands WA is not considered a Scenic Resource.

Per OAR 345-022-0040, Snake River Islands WA is being evaluated as a Protected Area.

Per OAR 345-022-0100, Snake River Islands WA is being evaluated as a Recreation Resource.

Existing Conditions:

The natural landscape of the Snake River Islands WA is characterized as flat, small islands surrounded by the generally flat, wide, and winding Snake River. The islands are interspersed among islands associated with Deer Flat NWR, and are similar in character. Vegetation on the islands consists of low- to medium-height grasses and shrubs as well as taller, mature trees that create a medium texture with irregular to clumped patterns. Light-colored gravel beaches surround many of the islands. Adjacent scenery includes the Snake River, which is a dominant aspect of the landscape, the rolling hills and flat agricultural areas that flank the river. Huffman Island is located approximately 0.2 miles east of I-84. Both Porter and Patch Islands are located over 5 miles from I-84, and are therefore more naturally appearing than Huffman Island. There are no roads or trails on the islands. Primary recreation activities on the islands include wildlife viewing, photography, hunting, and fishing. Human development is very limited. Collectively, the landscape of the islands is natural appearing; however Huffman Island is considered a cultural landscape due to the influence of I-84. Huffman Island is the only island located within the analysis area.

Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Snake River Islands WA (Huffman Island) is considered low (class C) as shown below:

Snake River Islands Wildlife Area: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
1	3	4	3	0	2	-2	11 (C)

Viewers: Viewers are limited, since access to the Snake Island Unit is by boat only, and will primarily include individuals primarily engaging in hunting and fishing activities.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

Huffman Island is the only island located within the analysis area. The Proposed Route is located approximately 0.9 mile west and south of Huffman Island. Existing roads located between the WA and the Project would be used; however, these roads would not require substantial improvements. The transmission towers associated with the Proposed Route will result in moderate visual contrast when viewed from the WA. Although the base of many towers will be shielded by topography, the structures will still appear skylined. The geometric form and smooth texture will contrast against the fine to medium rolling, rounded hills to the south. Views of the transmission towers will be variable due to topography and will appear subordinate to I-84 and associated traffic visible in the foreground.

Views of the Project will be equally head on or peripheral, depending on where the viewer is located within on the island, and the orientation of their gaze. Viewer position is subordinate to the Project. The proposed 500-kV towers will reduce the quality of adjacent scenery to the south of the SRA; however, this reduction will be relatively small given the dominance of I-84. The overall scenic quality will not change and the landscape will retain its cultural character.

The Snake River Islands is located outside of the 10- mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and is therefore impacts from this Project feature are not discussed any further in this document.

Snake River Islands Wildlife Area: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
1	3	4	3	0	2	-2	11(C)

1 Likelihood of Impact

2 IPC considered all identified impacts to be "likely" to occur.

3 Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

4 Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: At its closest point, the Proposed Route is approximately 0.9 mile west of Huffman Island. I-84 is situated between the WA and the Proposed Route. The interstate dominates the foreground, and the Project will appear subordinate. The Project will introduce moderate contrast. Due to moderate contrast and the dominance of I-84, magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The landscape character of Huffman Island will remain cultural, and both Porter and Patch Islands will remain naturally appearing. Therefore, resource change will be low.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the transmission towers associated with the Proposed Route will be primarily peripheral and intermittent, as viewers will primarily be traveling to or from the island by boat or participating in hunting or fishing activities, such that views directed toward the Proposed Route will be episodic. I-84 will appear dominant in foreground. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Proposed Route will have medium magnitude impacts and reduce the adjacent scenery of Huffman Island; however, the other two islands within the WA will not be affected. Consequently, the overall landscape character of the Snake River Islands WA will remain naturally appearing, and resource change will be low. Views of the Proposed Route will be primarily peripheral, intermittent, and episodic such that viewer perception is low. Therefore, impact intensity will be low.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under post-project conditions is the result of the combined influence of the Project and other past or present actions, primarily due to the proximity of I-84 to Huffman Island.

Context

According to the visual impact methodology, an evaluation of context is not required, as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts to the Snake River Islands WA (primarily Huffman Island) that will be low intensity as measured visual contrast and scale dominance, resource change, and viewer perception. Impacts will be **less than significant**.

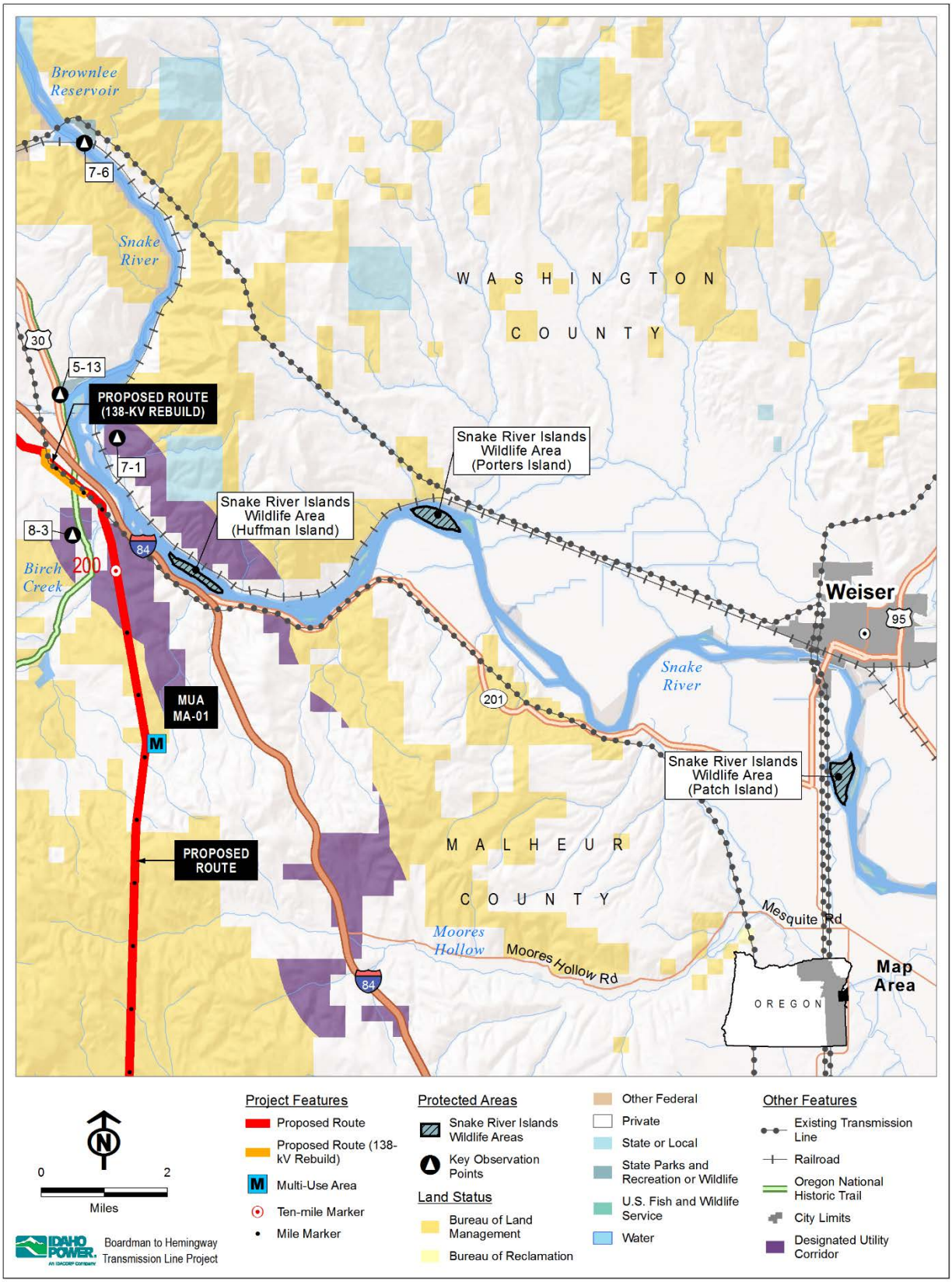

Figure T-4-15. Snake River Islands Wildlife Area

3.18 Oregon Trail Area of Critical Environmental Concern – Tub Mountain Parcel (VRM M2) and Oregon Trail Special Recreation Management Area – Tub Mountain Parcel

Resource: Oregon Trail ACEC – Tub Mountain Parcel (VRM M2) and Oregon Trail SRMA – Tub Mountain Parcel

Relevant Exhibit: L, R, T

Relevant Plan: SEORMP (BLM 2002)

Resource Type: Area

Relevant KOP(s): 8-1; 8-24

PART 1: Establish Baseline Conditions

Designation: The relevant and important values of the Oregon Trail ACEC are historic, cultural, and scenic. Per the SEORMP,

> *"Management decisions provide for Oregon Trail protection within a 0.25-mile wide corridor…The scenic values of this ACEC are associated with the integrity of the historical landscape. The rolling hills, covered with sagebrush, grasses, and dust, remain relatively unchanged since the emigrants passed through this country and contribute to the overall scenic value… Rights-of-way will be granted only if there is minimal conflict with identified resource values and impacts can be mitigated...the ACEC will be VRM Class II"* (BLM 2002).

The ACEC is also designated as an SRMA, which is managed for public education and enjoyment of the Oregon Trail and its setting and follows the direction indicated for the ACEC (BLM 2002).

Interpretation of Designation: Visual quality within the ACEC should be protected. Any new uses proposed within the boundary of the ACEC that could impact visual values should be excluded within 0.25 mile of the Oregon Trail and only have a minimal impact to visual quality of the ACEC. Per BLM Guidance Manual 1613, the designation as an ACEC serves as a reminder that significant value(s) or resource(s) exist which must be accommodated when future management actions and land use proposals are considered near or within an ACEC (BLM 1988). Consequently, should potentially adverse impacts from the proposed action be identified, IPC should mitigate those impacts to the extent feasible.

The objective of VRM Class II is to "retain the existing character of the landscape. The level of change to the characteristic landscape should be low" (BLM 1986). This management objective applies to lands within the ACEC managed per VRM Class II objectives. Conformance is not considered for project features outside of the ACEC.

Resource Overview: The Oregon National Historic Trail ACEC – Tub Mountain Parcel is a long, narrow geographic area located in northeastern Malheur County (Figure T-4-16). The ACEC includes approximately 5,900 acres of BLM-administered lands. The Tub Mountain parcel is situated between I-84 and U.S. Highway 26; the southern end of the Tub Mountain parcel is approximately 13 miles north of Vale and 9 miles east of the small community of Jamieson. The ACEC includes one interpretive site at Alkali Springs, which was the "nooning" spot for wagon trains leaving Vale (BLM 2002). The ACEC is remote and accessible only by local gravel roads.

Per OAR 345-022-0040, Oregon Trail ACEC – Tub Mountain Parcel is being evaluated as a Protected Area.

Per OAR 345-022-0080, VRM M2 is being evaluated as a Scenic Resource.

Per OAR 345-022-0100, Oregon Trail SRMA – Tub Mountain Parcel is being evaluated as a Recreation Resource.

Existing Conditions: The Oregon National Historic Trail ACEC – Tub Mountain Parcel is located within the Unwooded Alkaline Foothills portion of the Snake River Plain Ecoregion. The view to the northwest consists of gently rolling terrain in the foreground and middleground that subtly transitions to steeper terrain in the background. Alluvial fans and natural bowls are apparent in the background terrain. Colors in the landscape are limited to light browns, tans, grays, and blues. Lines in the landscape are primarily undulating and horizontal, with diagonal lines visible in the middleground and background. The dominant texture of landforms is smooth. Texture of existing vegetation appears medium to coarse in the immediate foreground, and fine, uniform, and dotted in the foreground and middleground. The landscape is free of cultural modifications with the exception of a few gravel surfaced roads, the Alkali Springs interpretive site, and some evidence of grazing and OHV use. Old Oregon Trail Road travels north-south through the majority of the ACEC and is a native-surfaced, two-track maintained by Malheur County that is roughly parallel to the Oregon Trail route. The landscape character is natural appearing. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Oregon Trail ACEC – Tub Mountain Parcel is considered low (class C) as shown below:

Oregon Trail ACEC – Tub Mountain Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
3	1	0	2	2	2	0	10 (C)

Viewer Groups: Viewer groups include local residents driving through or near the area and recreators such as OHV users or visitors to the Oregon Trail remnants and interpretive site. Viewers are limited by difficult access and lack of developed recreation facilities. Views within the ACEC are enclosed and limited to the foreground and middleground from lower elevation spots; however, views experienced from higher elevations extend to the background distance zones throughout the ACEC.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The Proposed Route runs along the eastern and southern boundary of the ACEC at a distance of 0.5 mile at its closest point. The Proposed Route is approximately 1.5 mile east of the Alkali Springs interpretive site. The transmission towers and conductors will be partially screened from view by rolling terrain in the foreground. New and improved access roads will be constructed along the Proposed Route. The transmission towers associated with the Proposed Route will be

the primary source of visual contrast experienced from the ACEC, primarily due to their size, form, and texture. The large, geometrical form and smooth texture will contrast against the fine to medium, rolling, rounded hills. The light, reflective color will also contrast against the light to medium brown vegetation and outcrops.

Viewers from Alkali Springs (KOP 8-1) will have views of the transmission towers associated with the Proposed Route to the east that will be partially blocked by vegetation such that the Project will appear co-dominant with the landscape and produce moderate visual contrast. While traveling along Old Oregon Trail Road or the Oregon Trail route, the Proposed Route will be generally located to the east, and most towers will either not be visible or only the top portions will be visible. Some towers will be skylined and some backdropped depending on location within the ACEC, introducing moderate to strong visual contrast for up to approximately 3 miles. Views of the Project will primarily be experienced from a neutral vantage point and will be peripheral and intermittent due to topographic screening for viewers traveling along the Old Oregon Trail Road or the Oregon Trail route.

As a result of the proposed 500-kV towers, the landscape character in the western portion of the ACEC will change from natural appearing to a cultural landscape. The scenic quality of the landscape will not change. No project development will occur within the boundary of the ACEC; therefore, the Project will conform to VRM Class II management objectives.

The Tub Mountain parcel is located outside of the 10- mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and is therefore impacts from this Project feature are not discussed any further in this document.

Oregon Trail ACEC – Tub Mountain Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
3	1	0	2	1	2	0	9 (C)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line and towers, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Impacts to the ACEC and scenic resource will be of medium magnitude. Views of the towers associated with the Proposed Route to the east of this resource will be partially blocked by rolling terrain such that the Project will appear co-dominant with the landscape and produce moderate visual contrast.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: As a result of the proposed 500-kV towers, the landscape character in the western portion of the ACEC will change from natural appearing to a cultural landscape. Although the landscape quality will remain the same as Class C (low), the resource change will be high due to the change in landscape character. Resource change will primarily result from operation of the Project; past and present actions do not contribute to change in landscape character.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be experienced from a neutral vantage point and will primarily be peripheral and intermittent to viewers traveling along the along Old Oregon Trail Road or the Oregon Trail route due to topographic screening. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Towers associated with the Proposed Route will be located within 0.5 mile of the Oregon Trail ACEC – Tub Mountain Parcel (Protect Area) and VRM M2 (Scenic Resource). The structures will be partially blocked from viewing locations within the ACEC, resulting in medium magnitude impacts. Resource change will be high due to the shift in landscape character from natural appearing to cultural. The scenic quality will remain class C. Views of the Project will primarily be experienced from a neutral vantage point and will be peripheral and intermittent due to topographic screening. Viewer perception will be low. Impact intensity will be high.

Degree to Which Impacts are Caused by the Project

The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.

Context

Indicator	**Context Criteria**
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: The relevant and important values of the ACEC are historic, cultural, and scenic. The scenic values of this ACEC are associated with the integrity of the historical landscape. Because of this designation and management direction, scenery is considered a valued attribute of the Oregon Trail ACEC – Tub Mountain Parcel. The ACEC is managed per VRM Class II objectives indicating the intent to "retain the existing character of the landscape" within the ACEC. The level of change to the characteristic landscape should be low" (BLM 1986).	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded.** Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded.** Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.

Indicator	Context Criteria
Explanation: The ACEC was designated to protect the Oregon Trail within a 0.25-mile-wide corridor and maintain integrity of the historical landscape within this geographic area. The scenic values associated with the historical landscape (rolling hills covered with sagebrush, grasses, and dust) will remain relatively unchanged. Although views of the Project will be present, they will be intermittent and not in the primary viewing direction from the Oregon Trail. The ACEC and scenic resource is managed per VRM Class II objectives. The Project was found to meet those objectives. Therefore, although high intensity impacts to visual resources within this ACEC will result from the Project, these impacts will not preclude the ability of the ACEC to provide the scenic value for which it was designated in the BLM SEORMP (2002).	

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Although the Project will result in high intensity impacts to the ACEC, views of Project features will be intermittent and not focal to the viewing direction experienced from the Oregon Trail and the Project will not affect 0.25-mile-wide Oregon Trail corridor that the ACEC protects. The ACEC is managed per VRM Class II objectives, and the Project was found to be in conformance with those objectives. Therefore, the Project will not preclude the scenic value for which the ACEC and SRMA was designated to protect.

Summary and Conclusion

Visual impacts to the Oregon Trail ACEC – Tub Mountain Parcel will be of high intensity, resulting from high resource change and low viewer perception. Impacts will result solely from the Project and are not the effects of other past or present actions. The Project will not preclude the ACEC from providing the scenic value for which it was designated, as integrity of the historic landscape as perceived by viewers traveling along the along Old Oregon Trail Road or the Oregon Trail route will be maintained. Visual impacts to the Oregon Trail ACEC – Tub Mountain Parcel **will be less than significant**.

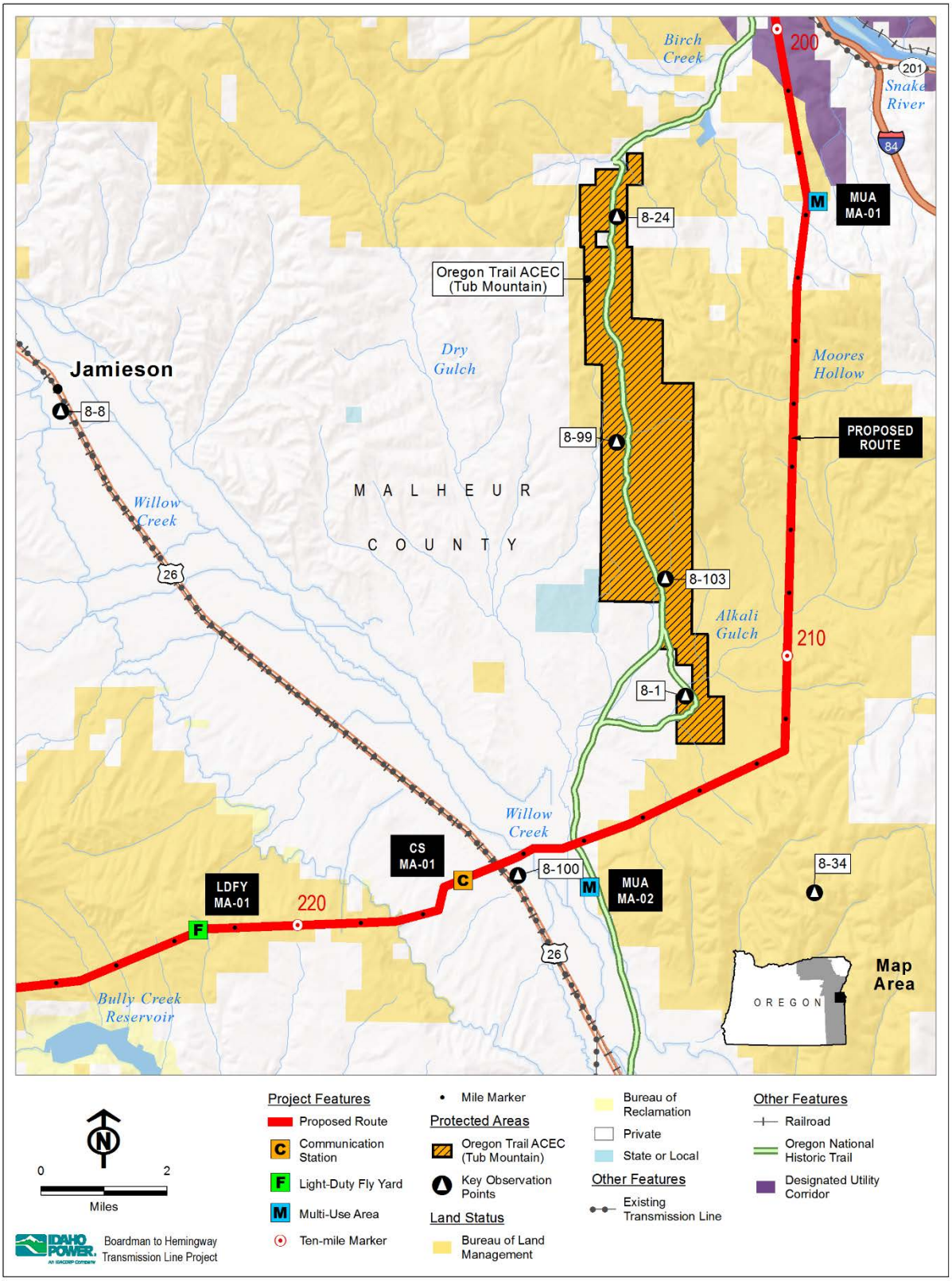

Figure T-4-16. Oregon Trail Special Recreation Management Area – Tub Mountain Parcel

3.19 Deer Flat National Wildlife Refuge

Resource: Deer Flat NWR

Relevant Exhibit: L, T

Relevant Plan: Deer Flat Comprehensive Plan (FWS 2015)

Resource Type: Area-based

Relevant KOP(s): None

PART 1: Establish Baseline Conditions

Designation: According to the final Comprehensive Conservation Plan (FWS 2015), the Deer Flat NWR should achieve the following purposes:

- Enhance, maintain, and protect refuge habitats (including mudflats, emergent beds, and open water habitats of Lake Lowell, riparian forests, non-lake wetlands, and shrub-steppe) for the benefit of migratory birds and other wildlife.
- Gather sufficient scientific information to guide responsible adaptive management decisions.
- Provide visitors with compatible wildlife-dependent and non-wildlife-dependent recreational opportunities that foster an appreciation and understanding of the NWR's fish, wildlife, and plants, and their habitats, and have limited impacts to wildlife.
- Initiate and nurture relationships and develop cooperative opportunities to promote the importance of the refuge's wildlife habitat and support refuge stewardship.

Interpretation Designation: The purpose of the NWR is to protect wildlife and its habitat while providing recreation opportunities that are compatible with wildlife and its habitat. The refuge is not managed to protect scenic resources.

Resource Overview: The Deer Flat NWR is one of the oldest refuges in the NWR system and comprises two units: Lake Lowell and the Snake River Islands. The Snake River Island Unit is the only unit that is within the analysis area. It includes approximately 800 acres across 101 islands within the Snake River, which are distributed along 113 miles of the Snake River from the Canyon County-Ada County line in Idaho to Farewell Bend, Oregon (Figure T-4-17). The refuge protects grasslands and riparian forests on the Snake River islands that provide habitat for resident and migratory birds. Refuge visitation over the past 4 years has ranged between 167,000 and 225,000 (FWS 2015); however, it is likely that the majority of the visitors do not visit the Snake Island Unit, since it requires a boat for access.

Per OAR 345-022-0040, Deer Flat NWR is being evaluated as a Protected Area.

Per OAR 345-022-0080, Deer Flat NWR is not considered as a Scenic Resource.

Per OAR 345-022-0100, Deer Flat NWR is being evaluated as a Recreation Resource.

Existing Conditions: The natural landscape of the Deer Flat NWR Snake River Island Unit is characterized by flat, small islands surrounded by the generally flat, wide, and winding Snake River. Vegetation on the islands consists of low- to medium-height grasses and shrubs as well as taller, mature trees that create a medium texture with irregular to clumped patterns. Light-colored gravel beaches surround many of the islands. Adjacent scenery includes the Snake River, which is a dominant aspect of the landscape, the rolling hills and flat agricultural areas that flank the river, and transportation routes including I-84 and Idaho State Highway 203. There are no roads or trails on the islands. Primary recreation activities on the islands include wildlife

viewing, photography, hunting, and fishing. Human development is very limited and the landscape natural appearing.

Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Deer Flat NWR Snake Island Unit is considered medium (class B) as shown below:

Deer Flat NWR – Snake Island Unit Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
1	3	4	3	3	2	0	16 (B)

Viewers: Viewers are limited, since access to the Snake Island Unit is by boat only, and will primarily include individuals primarily engaging in hunting and fishing activities.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

The closest Project component to the Deer Flat NWR is a multi-use site, located approximately 0.2 mile southwest of one island within the Snake Island Unit. The Proposed Route is located approximately 0.4 mile to the southwest of the refuge at its closest point near Farewell Bend. At that proximity, the Project will introduce strong visual contrast and could appear co-dominant with the surrounding landscape, which includes I-84 in this area, situated between the Proposed Route and the Snake Island Unit. Views of the Proposed Route will be primarily peripheral and intermittent since viewers will primarily be traveling to or from the island by boat or hunting, such that views will not be directed toward the Proposed Route for an extended period. The Proposed Route will be less than 1 mile from one island and less than 3 miles from three islands within the Snake Islands Unit; the remaining 97 islands will be further than 3 miles from the Proposed Route and will experience weak contrast from the Project. The transmission towers associated with the Proposed Route will slightly reduce the adjacent scenery of these four islands, although the landscape character will remain natural appearing and scenic quality will not change. Additionally, the scenic quality score of the Snake Island Unit will not change since over 95 percent of the resource will experience no perceivable changes.

Deer Flat is located outside of the 10-mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

Deer Flat NWR – Snake Island Unit Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
1	3	4	3	3	2	0	16 (B)

1 Likelihood of Impact

2 IPC considered all identified impacts to be "likely" to occur.

3 Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

4 Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Towers at their closest point will be approximately 0.6 mile from one island within the Deer Flat Snake the NWR and at that proximity will be noticeable and could appear co-dominate with the surrounding landscape that includes I-84, situated between the Proposed Route and the Snake Island Unit. Therefore, magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The transmission towers associated with the Proposed Route will reduce the adjacent scenery of four islands within the Snake Island Unit; however, the remaining 97 islands within the Snake Island Unit will not be affected. Therefore, the adjacent scenery to the Snake Island Unit of the Deer Flat NWR will not change overall. Consequently, the landscape character will remain natural and scenic quality will not change. Therefore, resource change will be low.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the transmission towers associated with the Proposed Route will be primarily peripheral and intermittent since viewers will primarily be traveling to or from the island by boat or participating in hunting or fishing activities, such that views directed toward the Proposed Route will be episodic. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Proposed Route will have medium magnitude impacts and reduce the adjacent scenery of four islands within the Snake Island Unit; however, the remaining 97 islands within the Snake Island Unit will not be affected and therefore the adjacent scenery to the Snake Island Unit of the Deer Flat NWR will not change overall. Consequently, the landscape character will remain natural, and scenic quality will not change such that resource change will be low. Views of the Proposed Route will be primarily peripheral, intermittent, and episodic such that viewer perception is low. Therefore, impact intensity will be low.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under post-project conditions is the result of the combined influence of the Project and other past or present actions, including I-84 and Idaho State Highway 203.

Context

According to the visual impact methodology, an evaluation of context is not required, as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts to the Deer Flat NWR that will be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Impacts will be **less than significant**.

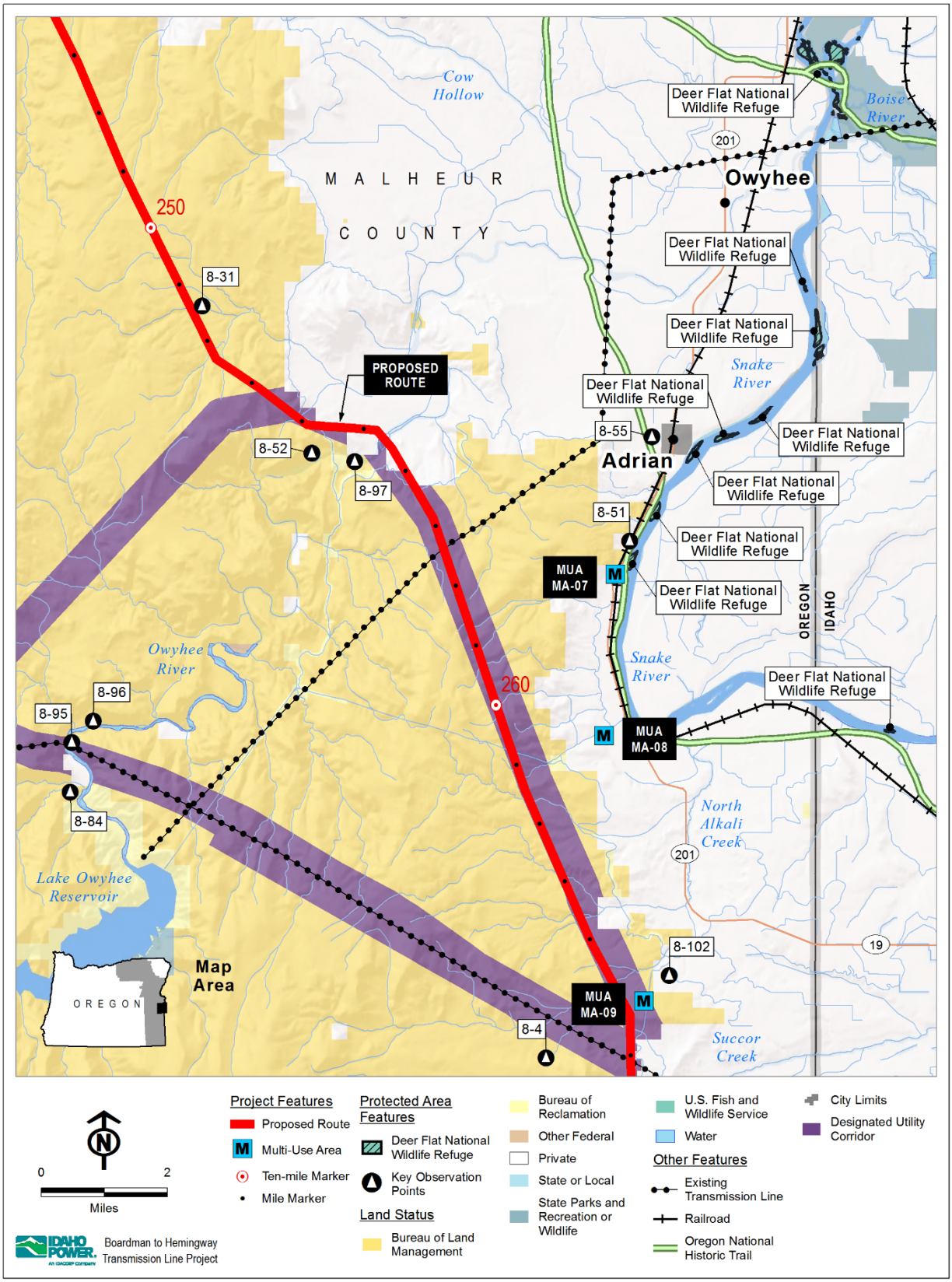

Figure T-4-17. Deer Flat National Wildlife Refuge

3.20 Bully Creek Reservoir

Resource: Bully Creek Reservoir

Relevant Exhibit: T

Relevant Plan: N/A

Resource Type: Area

Relevant KOP(s): 8-5

PART 1: Establish Baseline Conditions

Designation: Bully Creek Reservoir is a water storage feature as well as a county park managed by Malheur County.

Interpretation of Designation: The Bully Creek Reservoir provides water storage for irrigation and also provides day use and overnight public recreation opportunities. Although there is no specific management direction for scenery, it is noted by Malheur County to offer "spectacular scenery." Therefore, scenery is considered a valued attribute to this recreation opportunity.

Resource Overview: Bully Creek Reservoir is located 10 miles west of Vale, Oregon, and is an irrigation reservoir on the Malheur River encompassing 1,000 acres when full and a Malheur County park. The park is located on the east side of the reservoir, upstream from the dam (Figure T-4-18). The park facilities include 40 fee campsites with electrical hookups, restrooms with showers, a two-lane boat ramp with a dock, and a day-use area with picnic shelters encompassing approximately 14 acres. The reservoir supports crappy, largemouth bass, bluegill, and yellow perch fish populations, and recreation activities include fishing, picnicking, camping, and boating. Use fees apply for both day and overnight use. There are two other reservoirs maintained as county parks by Malheur County; however, Bully Creek Reservoir is the only fully developed park, and provides an important recreation opportunity because of its high use level, quality of full-service developed facilities, and rareness (Malheur County Parks Department 2012).

Per OAR 345-022-0040, Bully Creek Reservoir is not considered a Protected Area.

Per OAR 345-022-0080, Bully Creek Reservoir is not considered a Scenic Resource.

Per OAR 345-022-0100, Bully Creek Reservoir is being evaluated as a Recreation Resource.

Existing Conditions: The landscape consists of the flat and smooth surface of Bully Creek Reservoir in the foreground and middleground, which gives way to gently rolling terrain to the north, west, and south of the reservoir. The flat horizon line over the reservoir persists in the center viewshed. Dominant lines in the landscape are horizontal from the discontinuous ridge against the horizon line. Vertical, irregular lines of trees are visible sporadically throughout the viewshed, but are largely absorbed by the background terrain. Color complexity is limited to browns, tans, blues, and whites, including the highly reflective grays, blues, and whites of the reservoir. Most textures in the landscape are smooth and uniform, with patches of medium to coarse texture for trees in the foreground and middleground. The county park along the northeast shore includes flat, mowed lawns with ordered mature trees providing shade to park users. Human development includes gravel road and camp sites; rectangular restroom buildings; wide, flat parking areas; and a boat launch. Irrigated agricultural fields exist immediately southeast of the park. Despite these human developments, the landscape overall has a natural appearing landscape character. Using the BLM's visual resource inventory methods per manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Bully Creek Reservoir is considered medium (class B) as shown below:

Bully Creek Reservoir Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
3	1	3	3	3	1	0	13 (B)

Viewer Groups: Viewers include individuals participating in fishing, picnicking, camping, and boating who are stationary and transient.

PART 2: Impact Likelihood and Magnitude Assessment

Alternative Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

At its closest point, the Proposed Route is approximately 0.7 mile west of the Bully Creek Reservoir; however, it is approximately 1.75 miles from the campground. The majority of the towers to the west will be screened by topography, and primarily the upper portion of the towers to the northwest will be visible. Since a few of these towers will be skylined, they could introduce moderate visual contrast and appear co-dominant with the reservoir in the foreground and surrounding hills in a few discrete locations; in most areas, they will appear subordinate. This will lower the quality of the adjacent scenery by 1 point; however, the overall scenic quality will remain medium (class B) and the natural appearing landscape character will be maintained. Views of the Project will primarily be head on and continuous since viewers will be primarily stationary and towers will be located directly behind the reservoir.

The Bully Creek Reservoir is located outside of the 10-mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and therefore impacts from this Project feature are not discussed any further in this document.

Bully Creek Reservoir Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
3	1	3	3	2	1	0	13 (B)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: At its closest point, the Proposed Route is approximately 0.7 mile west of the Bully Creek Reservoir; however, it is approximately 1.75 miles from the campground. Many of the towers to the west will be screened by topography and the upper portion of the towers to the northwest will be primarily visible. Since a few of these towers will be skylined, they could introduce moderate visual contrast and appear co-dominant with the reservoir in the foreground and surrounding hills in a few discrete locations; in most areas, they will appear subordinate. Therefore, the magnitude of impacts will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	**Criteria used to Determine Resource Change**		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The quality of the adjacent scenery will be lowered slightly; however, the overall scenic quality will remain medium (class B) and the natural appearing landscape character will be maintained. Therefore, the resource change will be medium.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/ middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Views of the Project will be equally head-on and peripheral, depending on the viewer's location within the park, and will not be experienced at all from some areas of the reservoir. Therefore, viewer perception will be medium.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

Transmission towers located as close as 0.7 mile from the reservoir will have medium magnitude impacts on the recreation resource. Although this will slightly lower the quality of the adjacent scenery, the scenic quality and landscape character of the resource will be maintained such that resource change will be medium. Views of the Project will be equally head-on and peripheral, depending on the viewer's location within the park and will not be experienced at all from some areas of the reservoir such that viewer perception will be medium. Therefore, long-term visual impacts will be of medium intensity.

Degree to Which Impacts are Caused by the Project

The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.

Context

Indicator	Context Criteria
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: Although there is no management plan for the park, Malheur County includes scenery as one of the park's attributes for visitor enjoyment. Therefore, visual resources are considered to be a valued attribute to this resource, and the park is considered an important scenic opportunity.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded**. Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded**. Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.
Explanation: Scenic attributes will remain the same from most viewing areas of the park. Where the changes to adjacent scenery are visible, they will not change the overall landscape character, and the park will retain its sense of place. Therefore, scenery will continue to be a valued attribute to the park that visitors will continue to enjoy in post-project conditions. Therefore, the scenic values deemed important to the park will persist.	

	Scenery as a Valued Attribute	Persistence of Scenic Value
Less than Significant	Yes or No	Not Precluded
Potentially Significant	Yes	Precluded

Scenery will continue to be a valued attribute to the park that visitors will continue to enjoy in operational conditions. Therefore, the scenic values deemed important to the park will persist.

Summary and Conclusion

The Project will result in long-term medium intensity impacts as measured by visual contrast and scale dominance, resource change, and viewer perception. While the Project will result in such impacts, the impacts will not preclude the ability of the Bully Creek Reservoir to provide the scenic value deemed important, as scenic attributes will remain the same from most viewing areas of the park and the overall landscape character will not change. Therefore, visual impacts to the Bully Creek Reservoir will be **less than significant**.

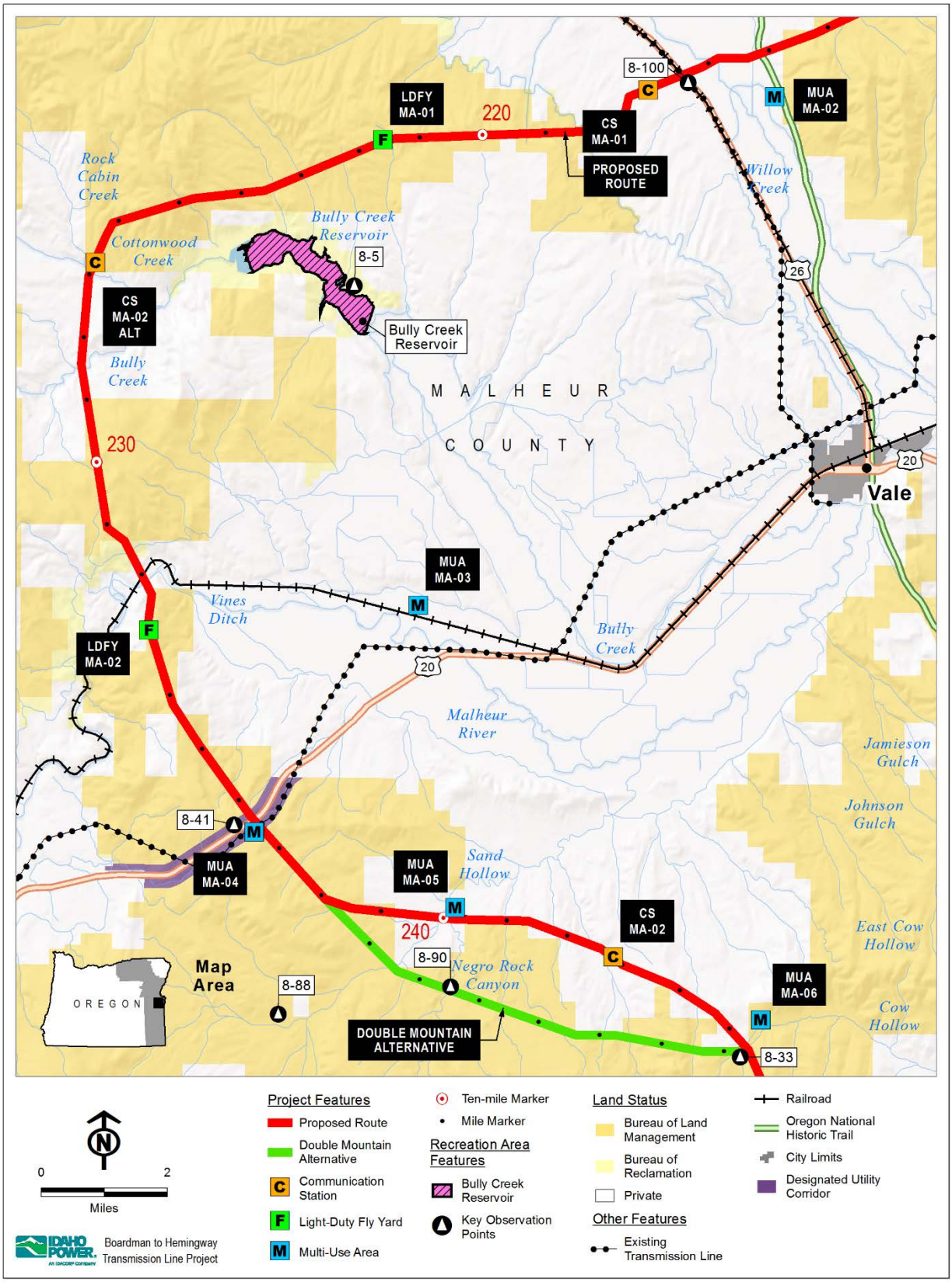

Figure T-4-18. Bully Creek Reservoir

3.21 Owyhee River below the Dam Area of Critical Environmental Concern; Owyhee River below the Dam Special Recreation Management Area

Resource: Owyhee River below the Dam ACEC; Owyhee River below the Dam SRMA

Relevant Exhibit: L, T

Relevant Plan: SEORMP (BLM 2002)

Resource Type: Area

Relevant KOP(s): 8-52

PART 1: Establish Baseline Conditions

Designation: The relevant and important values of the ACEC are identified as: "high scenic values of diverse landscape elements in a substantially natural setting, a special status plant species (Mulford's milkvetch), the rare presence of a black cottonwood gallery in a riverine system, and the combined wildlife values of diverse habitat types supporting a large number of wildlife species and an important migratory corridor for neotropical birds." The ACEC receives some of the highest recreational use within the Southeastern Oregon planning area and is also designated as a SRMA. The area is managed for visual resources per VRM Class II objectives, and the ACEC is closed to locatable minerals within the foreground (BLM 2002).

Interpretation of Designation: Visual quality of the ACEC should be maintained, particularly within the foreground. Per VRM Class II objectives, the change in landscape character should be low such that the existing landscape character is retained within the boundary of the ACEC. Per BLM Guidance Manual 1613, the designation as an ACEC serves as a reminder that significant value(s) or resource(s) exist which must be accommodated when future management actions and land use proposals are considered near or within the ACEC (BLM 1988). Consequently, should potentially adverse impacts from the proposed action be identified, IPC should mitigate those impacts to the extent feasible.

Resource Overview: The Owyhee River below the Dam ACEC and SRMA encompasses 11,239 acres and includes public land of the Owyhee River canyon and its associated viewshed located just north of the Owyhee Dam (Figure T-4-19). Dominant attributes of the ACEC/SRMA include the Owyhee River, narrow canyon bottom, and rugged canyon slopes and walls, all of which contribute to the high quality scenery of the area. A paved two-lane asphalt road runs through the ACEC/SRMA, paralleling the river. There are two recreation sites within the ACEC/SRMA: Snively Hot Springs and the Lower Owyhee Canyon Watchable WA interpretive site.

Per OAR 345-022-0040, Owyhee River below the Dam ACEC is being evaluated as a Protected Area.

Per OAR 345-022-0080, Owyhee River below the Dam ACEC is not being evaluated as a Scenic Resource. Instead, Owyhee River below the Dam VRM M5 is being evaluated as a Scenic Resource, which includes the geographic area of the Owyhee River below the Dam ACEC/SRMA including a few additional areas. Note that because this resource extends farther to the north than the ACEC/SRMA, impact magnitude will not be the same.

Per OAR 345-022-0100, Owyhee River below the Dam SRMA is being evaluated as a Recreation Resource.

Existing Conditions: The landscape within the Owyhee River below the Dam ACEC/SRMA is characterized as an incised river valley, with dramatic, steep, undulating sidewalls, jagged rock outcroppings, and a meandering flat, narrow river. Dramatic landforms create irregular, rounded, angular, and flowing lines. Textures are primarily medium with some rough, patchy rock

formations. Colors are rich and vibrant, consisting primarily of reds, browns, and greys of the rocks and blue water. Vegetation includes short sagebrush with patches of juniper and moderate to high green and grey riparian vegetation. The variety of color and texture and dramatic landforms that comprise this landscape create a memorable landscape that is rare within the region. Views from within the canyon are enclosed and limited due to the numerous river bends preventing extended views in any direction. Above the river, the landforms are more rounded with weakly enclosed to open ridges. Development within the ACEC/SRMA is limited, consisting primarily of camp sites, OHV roads, one paved road along the river, and the two developed recreation sites. The landscape within the ACEC/SRMA has an overall natural appearing landscape character. Just outside of the ACEC/SRMA to the northeast, the Owyhee Siphon is visible as it crosses the ridgeline and descends toward the canyon. This feature introduces strong contrast due to its linear form and bright reflective surface. Because of its location within BLM-administered lands, this resource was evaluated using methods adapted from the BLM VRM system. Per Manual H-8410-1 (BLM 1986), the scenic quality of the existing landscape for the Owyhee River below the Dam ACEC and SRMA is considered high (class A) as shown below:

Owyhee River below the Dam ACEC & SRMA Scenic Quality Rating: Pre-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
5	4	4	5	1	4	0	23 (A)

Viewers: Viewers within the Owyhee River below the Dam ACEC are primarily recreators that are hiking, driving, boating, camping, picnicking, or viewing scenery or wildlife within the canyon and will be both stationary and transient.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, Morgan Lake Alternative, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route

In evaluating various alternatives for Project siting, IPC concluded that potentially significant visual impacts from facility structures in the vicinity of the Lower Owyhee River could result. To address potential impacts, IPC analyzed two mitigation options aimed at reducing adverse impacts to less than significant: (1) relocating the 175-foot tower to an alternate location (Option 1); and (2) reducing the height of the structure and moving it to an alternate location (Option 2). In preparing the final indicative design for this pASC, IPC moved the Proposed Route to the north to align with the existing utility corridor administered by the BLM (see Exhibit R, Attachment R-3, Figure R-3-18). Under this Project configuration, the need to mitigate potential impacts was alleviated. Although two structures would be visible from the Lower Owyhee Canyon Watchable WA interpretive site (KOP 8-52), these structures would be sited approximately 0.75 to 1.0 mile from the interpretive site. The geometrical form and smooth

texture of the tower, though visible, will introduce weak contrast against the surrounding steep to rolling hills and valley walls, brown to red color, and rough texture of the rock. Because of the steep canyon walls and enclosed landscape character at the interpretive site, towers will appear subordinate. Further, viewers at the Lower Owyhee Canyon Watchable WA interpretive site (KOP 8-52) will primarily be facing west, with the Proposed Route behind them.

Considering the ACEC and SRMA as a whole, viewers will primarily be within the background distance zone, and the steep topography and winding river valley will block most views of the Project from the middleground distance zone. The Snively Hot Springs recreation site is outside of the modeled viewshed and will not be impacted.

The Project will be located outside of the ACEC/SRMA, but will affect its adjacent scenery. Due to the enclosed nature of the canyon, views outside of the ACEC/SRMA and the visible towers will likely be visible from less than 1 percent of the ACEC/SRMA as visitors exit the resource. Additionally, adjacent scenery has little to no contribution to the scenic quality of the Owyhee River below the Dam ACEC/SRMA; therefore, a reduction to adjacent scenery will not lower the scenic quality of the ACEC/SRMA. The scenic quality will remain high (Class A) and the landscape character will remain natural appearing.

The Owyhee River Below the Dam ACEC/SRMA is located outside of the 10- mile viewshed buffer of the cleared ROW of both the Proposed Route and the Morgan Lake Alternative, and is therefore impacts from this Project feature are not discussed any further in this document.

Owyhee River below the Dam ACEC & SRMA Scenic Quality Rating: Post-project							
Landform (1 to 5)	Vegetation (0 to 5)	Water (0 to 5)	Color (1 to 5)	Adjacent Scenery (0 to 5)	Scarcity (1 to 5+)	Cultural Modification (-4 to 2)	Total Score
5	4	4	5	0	4	0	22 (A)

Likelihood of Impact

IPC considered all identified impacts to be "likely" to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: Impacts will be primarily associated with the transmission line, and therefore will be long-term, extending for the life of the Project.			

Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	**Criteria used to Determine Visual Contrast and Scale Dominance**		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: The Proposed Route is visible in the northern part of ACEC/SRMA within a distance of 0.05 mile. The towers will introduce weak-moderate visual contrast from this viewer location. The view looking northeast from the interpretive site will include the towers; however other structures to the north and south will be blocked by the canyon walls. The existing view from this location includes the Owyhee Siphon, which currently creates contrasts at a moderate level with the natural landscape due to its smooth texture and bright reflective surface. The skylined tower will appear subordinate to the siphon and large-scale cliffs and rock formations of the landscape. Impact magnitude will be medium.			

Magnitude of Impact – Resource Change and Viewer Perception

Indicator	**Criteria used to Determine Resource Change**		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness, and character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality or attractiveness; however, it will not reduce the scenic quality or scenic attractiveness class or change the overall landscape character of the resource.	**High**. The geographic extent of medium to high magnitude impacts will lower the scenic quality or attractiveness class and will alter landscape character of the resource.
Explanation: The Project will affect the adjacent scenery of the ACEC and SRMA. However, adjacent scenery has little contribution to the scenic quality of the Owyhee River below the Dam ACEC; therefore, the reduction to adjacent scenery will not lower the scenic quality of the ACEC itself. The scenic quality will remain high (class A) and the landscape character will remain natural appearing. Resource change will be medium. The small reduction in the score for "adjacent scenery" is attributed to the Project, as no other past or present actions affect this value.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: For views of the Project experienced from the road, views will be primarily intermittent due to screening by existing topography. When viewed from the interpretive site, project features will be primarily behind or adjacent to the viewer, and therefore considered primarily peripheral. Viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project is potentially visible in the northern part of the resource at a distance of 0.05 mile and will introduce medium magnitude impacts to this portion of the resource. The Project will affect the adjacent scenery of the ACEC and SRMA. However, adjacent scenery has little contribution to the scenic quality of the Owyhee River below the Dam ACEC; therefore, the changes to adjacent scenery will not lower the scenic quality or change the landscape character of the ACEC and SRMA and resource change will be medium. Views of the Project from Owyhee Lake Road will be primarily intermittent due to screening by topography. When viewed from the interpretive site, project features will be primarily behind or adjacent to the viewer, and therefore considered primarily peripheral. Viewer perception will be low. Therefore, impact intensity will be medium.

Degree to Which Impacts are Caused by the Project

The scenic quality of the resource under operational conditions is the result of the combined influence of the Project and other past or present actions, primarily the Owyhee Siphon.

Context

Indicator	**Context Criteria**
Scenery as a Valued Attribute	Scenery is a valued attribute of the resource, either as a perceived amenity (i.e., recreation setting) or as defined in OAR 345-022-0080; or, Scenery is not a valued attribute of the resource.
Explanation: Relevant and important values of the ACEC include high scenic values; therefore, the ACEC is considered important under OAR 345-022-0080.	
Persistence of Scenic Value	Persistence of Scenic Value is either: **Not-Precluded**. Impacts will not preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan; or, **Precluded**. Impacts will preclude the ability of the resource to provide the scenic value for which it was designated or recognized in the applicable land management plan.

Indicator	Context Criteria
Explanation: Medium intensity impacts do not preclude the ability of the ACEC to provide values for which the ACEC was designated, including identified scenic resource value and recreation opportunity and uses within the canyon. This is because the Proposed Route will not be visible from the vast majority of the canyon where scenic resources have been specifically identified in the SEORMP. Additionally, the BLM manages the visual values of the ACEC/SRMA according to VRM Class II objectives. Because the Project has been sited outside the ACEC/SRMA, there will be no changes to the landscape within the boundary of the ACEC, and the Project will conform to VRM Class II objectives. Consequently, the Project is consistent with BLM's management of the resource's visual qualities.	

The ACEC and SRMA will continue to provide the scenic resource value and recreation opportunity identified as valued attributes of the ACEC and SRMA, as project features will not be visible from the majority of the canyon where specific scenic features have been identified in the SEORMP (BLM 2002). VRM Class II objectives will be achieved within the ACEC and SRMA, as the landscape character and quality of the resource will not change.

Summary and Conclusion

The Project will result in long-term visual impacts to the Owyhee River below the Dam ACEC and SRMA. Impacts will be medium intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. While the Project will result in such impacts, the impacts will not preclude the ability of the Owyhee River below the Dam ACEC and SRMA to provide the high quality scenery for which it was designated, since the scenic quality will remain high and the landscape character will remain natural appearing. Therefore, visual impacts to the Owyhee River below the Dam ACEC will be **less than significant**.

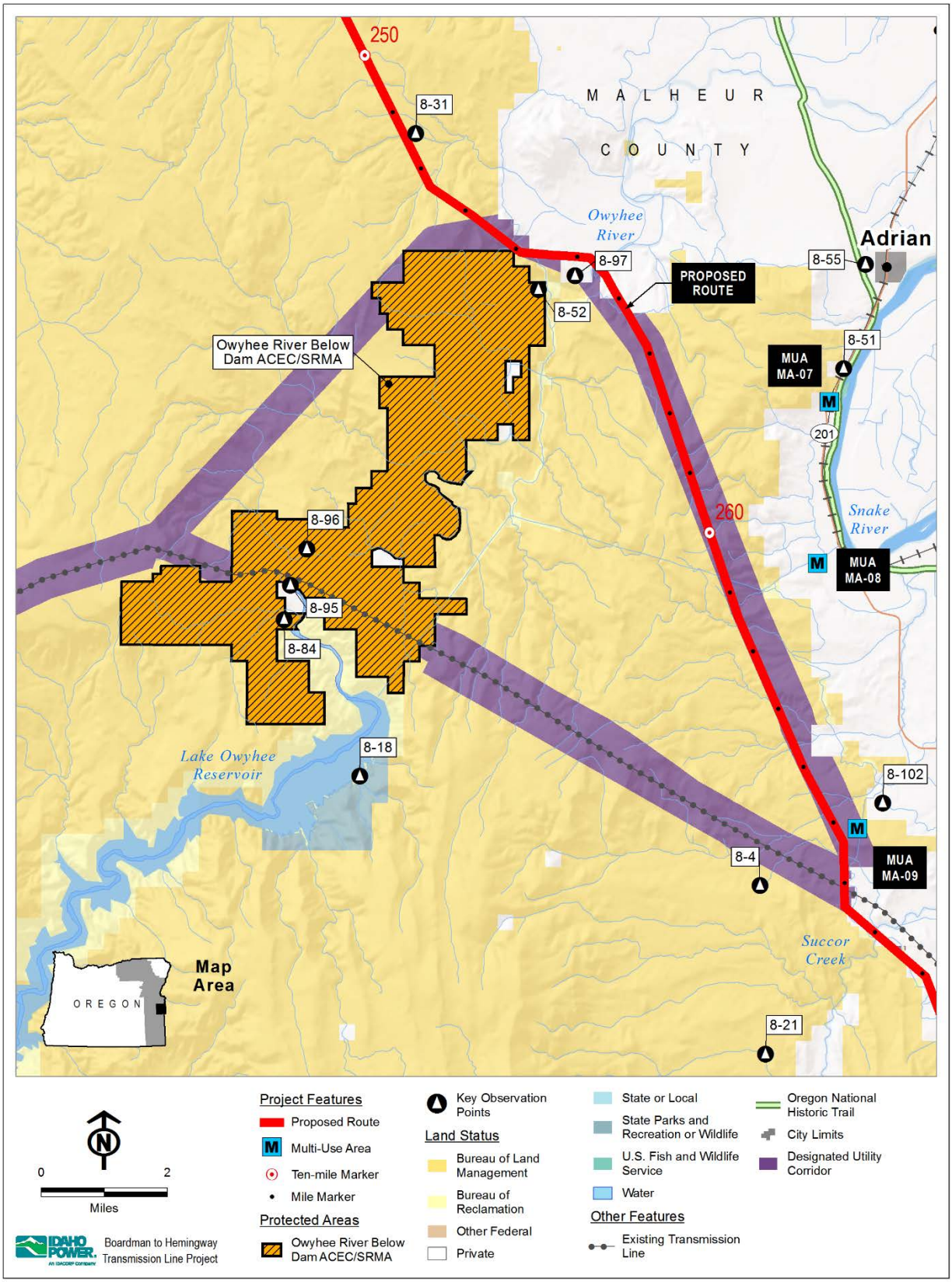

Figure T-4-19. Owyhee River Below the Dam Special Recreation Management Area

3.22 Blue Mountain Century Scenic Bikeway

Resource: Blue Mountain Century Scenic Bikeway

Relevant Exhibit: T

Relevant Plan: No relevant planning document.

Resource Type: Linear Corridor

Relevant KOP(s): N/A

PART 1: Establish Baseline Conditions

Designation: Oregon's Scenic Bikeway program launched in 2005; it was the first program of its kind in the country, and continues to be the only such program. It is coordinated through a partnership between Cycle Oregon, Travel Oregon, the Oregon Department of Transportation and Oregon State Parks. There are currently 15 designated Scenic Bikeways in Oregon. Scenic Bikeway routes are the best bike rides in Oregon and showcase beautiful scenery, state history and local communities. They run past state parks on paved paths and roads, cross mountain passes and high deserts. Bikeways are official state-designated routes with printable maps, global positioning system and on-road signage. The routes are diverse, accommodating everyone from beginning to advanced riders, for day trips or extended, multi-day adventures. Some Bikeways are linear, some are loops, some are short and some are long.

Interpretation of Designation: Though recognized for their recreation opportunity, there are no management standards or guidelines for these routes.

Resource Overview: The Blue Mountain Scenic Bikeway is one of 15 designated Scenic Bikeways in Oregon. The route begins and ends in Heppner, Oregon, running approximately 108 miles through the Blue Mountain Scenic Byway, the Umatilla National Forest, and Highway 395. The bikeway includes views of the Blue Mountains, and is characterized by low numbers of automobiles and other vehicles. Information on the Blue Mountain Scenic Bikeway is provided at: Blue Mountain Scenic Bikeway.

The resource is considered viewer-based, with scenic value perceived by viewers as they travel along the bikeway.

Per OAR 345-022-0080, Blue Mountain Century Scenic Bikeway is not being evaluated as a Scenic Resource.

Per OAR 345-022-0040, Blue Mountain Century Scenic Bikeway is not being evaluated as a Protected Area.

Per OAR 345-022-0100, Blue Mountain Century Scenic Bikeway is being evaluated as a Recreation Resource.

Existing Conditions: The 108-mile Blue Mountain Century Scenic Bikeway is a scenic loop that starts and ends in town of Heppner, Oregon. The route is characterized by the breathtaking views of the Blue Mountains and the well-maintained roads and low traffic roadways. The route follows the Blue Mountain Scenic Byway, rolling through valleys before climbing east through the Umatilla National Forest. Near Ukiah, the route turns north, transitioning from forest to rangeland before heading west along Highway 74 through more of Eastern Oregon's rolling hills and back to Heppner.

Landscape Character is largely "natural appearing."

Scenic Attractiveness: Class B, Typical.

Scenic Integrity: High – Valued landscape character appears unaltered. Deviations may be present but they mimic the landscape character so completely that they are not evident.

Viewer Groups: Cyclists along the bikeway.

PART 2: Impact Likelihood and Magnitude Assessment

Alterntives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

The Morgan Lake Alternative is located more than 10 miles east of the bikeway. Project components associated with this alternative route will not be visible from the bikeway. Therefore, potential visual impacts from the Morgan Lake Alternative are not discussed further in this Exhibit.

Proposed Route

The Proposed Route will cross the bikeway twice at approximately project MP 48.0 and MP 55 (Figure T-4-20). Transmission towers and conductors will be visible on approach to the crossing, and a riders pass under the crossing. The bikeway will pass two multi-use sites and one communication site.

The Landscape Character will remain primarily natural appearing. Scenic Attractiveness will remain Class B (Typical). Scenic Integrity will remain high. Valued landscape character appears unaltered. Deviations may be present, but they mimic the landscape character so completely that they are not evident.

Likelihood of Impact

IPC considered **a**ll identified impacts to be “likely” to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: The towers and conductor will be visible from the bikeway.			

1 Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Project features will result in medium magnitude impacts, as project features will contrast at a moderate level and be co-dominant with the surrounding landscape. Therefore, impact magnitude will be medium.			

2 Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness and/or character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality; however, it will not reduce the scenic quality class or change the overall landscape character of the resource.	**High.** The geographic extent of medium to high magnitude impacts will lower the scenic quality class and will alter landscape character of the resource.
Explanation: The landscape will remain primarily natural appearing. Scenic attractiveness will remain Class B (Typical). Scenic integrity will remain high. Valued landscape character appears unaltered. Deviations may be present, but they mimic the landscape character so completely that they are not evident. Therefore, resource change will be low.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/ middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Viewer exposure will be brief and experienced both head-on and peripherally. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project will have low magnitude impacts where the Proposed Route crosses the bikeway. The landscape will remain primarily natural appearing, scenic attractiveness will remain Class B (Typical), and scenic integrity will remain high such that resource change will be low. Viewer exposure will be brief and experienced head-on. Viewer perception will be low. Therefore, impact intensity will be low.

Degree to Which the Possible Impacts are Caused by the Proposed Action

The impacts disclosed in this assessment are caused by the proposed facility and are not the result of other past or present actions.

Context

According to the visual impact methodology, an evaluation of context is not required as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts at the Blue Mountain Century Scenic Bikeway. The impacts are considered to be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Impacts will be **less than significant**.

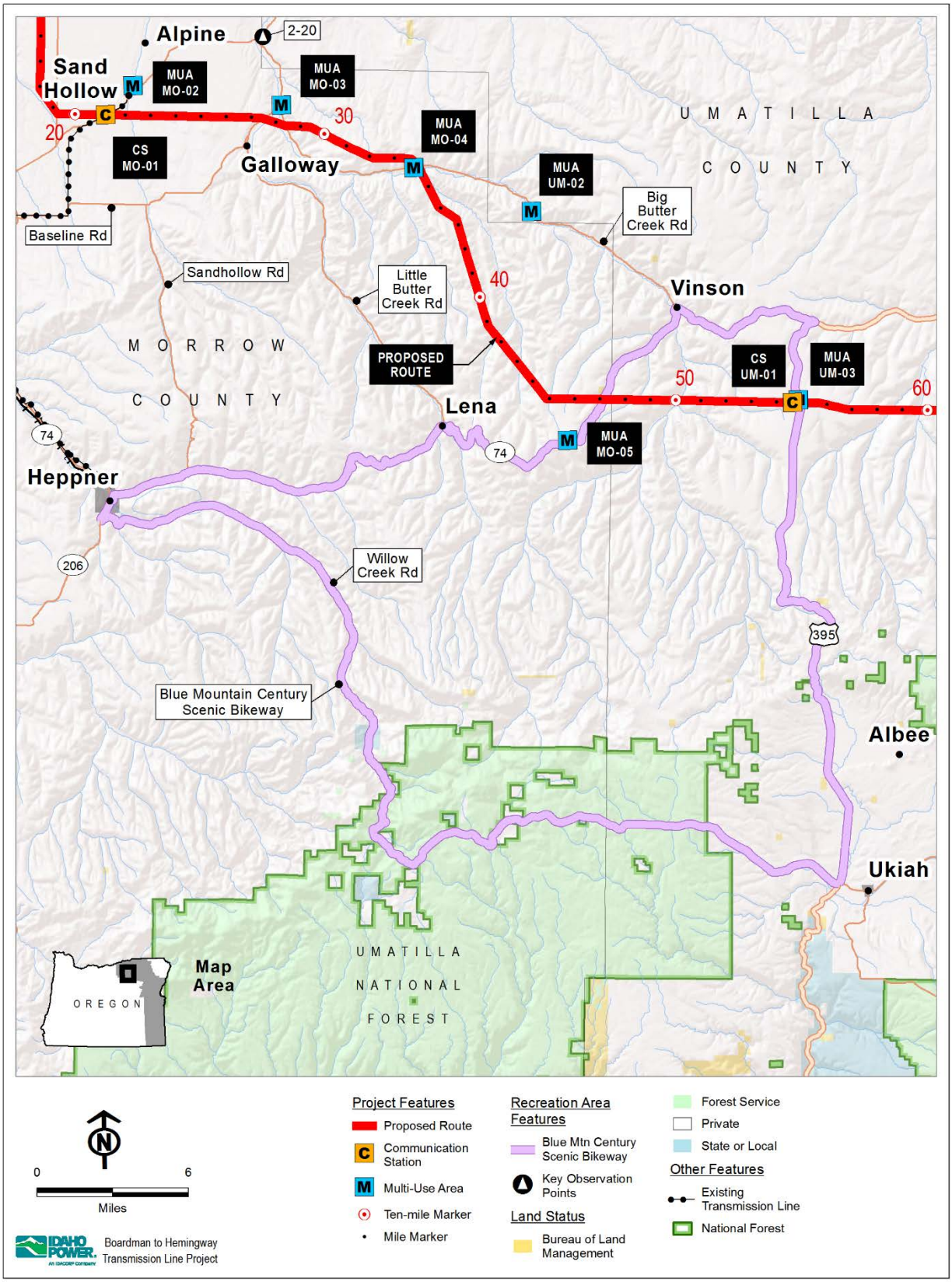

Figure T-4-20. Blue Mountain Century Scenic Bikeway

3.23 Grand Tour Scenic Bikeway

Resource: Grand Tour Scenic Bikeway

Relevant Exhibit: T

Relevant Plan: No relevant planning document.

Resource Type: Linear Corridor

Relevant KOP(s): N/A

PART 1: Establish Baseline Conditions

Designation: Oregon's Scenic Bikeway program launched in 2005; it was the first program of its kind in the country, and continues to be the only such program. It is coordinated through a partnership between Cycle Oregon, Travel Oregon, the Oregon Department of Transportation and Oregon State Parks. There are currently 15 designated Scenic Bikeways in Oregon. Scenic Bikeway routes are the best bike rides in Oregon and showcase beautiful scenery, state history and local communities. They run past state parks on paved paths and roads, cross mountain passes and high deserts. Bikeways are official state-designated routes with printable maps, global positioning system and on-road signage. The routes are diverse, accommodating everyone from beginning to advanced riders, for day trips or extended, multi-day adventures. Some Bikeways are linear, some are loops, some are short and some are long.

Interpretation of Designation: Though recognized for their recreation opportunity, there are no management standards or guidelines for these routes.

Resource Overview: The Grand Tour Scenic Bikeway crosses portions of the Oregon Trail as it passes through farmlands, Ponderosa pine forests, wind energy facilities, and sagebrush rangelands of Eastern Oregon. Large, panoramic views of the Eagle Caps of the Wallowa Mountains are available. This 134-mile ride takes riders near historic small-town communities in northeastern Oregon.

The resource is considered viewer-based, with scenic value perceived by viewers as they travel along the bikeway.

Per OAR 345-022-0080, Grand Tour Scenic Bikeway is not being evaluated as a Scenic Resource.

Per OAR 345-022-0040, Grand Tour Scenic Bikeway is not being evaluated as a Protected Area.

Per OAR 345-022-0100, Grand Tour Scenic Bikeway is being evaluated as a Recreation Resource.

Existing Conditions: The 134-mile Grand Tour Scenic Bikeway is a scenic loop that starts and ends in town of La Grande, Oregon. The route is characterized by views of the Eagle Caps of the Wallowa Mountains, farmland, and sagebrush of eastern Oregon. The route also passes through several historic towns. The landscape character is considered cultural, as much of the route provides exposure to the small towns and agricultural livelihood of this region.

Landscape Character is largely “cultural.”

Scenic Attractiveness: Class B, Typical.

Scenic Integrity: High – Valued landscape character appears unaltered. Deviations may be present but they mimic the landscape character so completely that they are not evident.

Viewer Groups: Cyclists along the bikeway.

PART 2: Impact Likelihood and Magnitude Assessment

Alternatives Not Evaluated

West of Bombing Range Road Alternative 1, West of Bombing Range Road Alternative 2, and the Double Mountain Alternative are located greater than 5 miles from this site, and are therefore not considered in this visual impact analysis. Likewise, because these Alternative Routes are not forested, they are not analyzed for potential visual impacts resulting from a cleared ROW.

Proposed Route and Morgan Lake Alternative

The Proposed Route will cross the bikeway at approximately project MP 126, near the City of North Powder (Figure T-4-21). Transmission towers and conductors will be visible on approach to the crossing, and a riders pass under the crossing. The bikeway will pass one communication site at this location. The bikeway will parallel the Proposed Route at approximately project MP 126, near Ladd Marsh WA and I-84. Because I-84 is situated between the Proposed Route and the bikeway, it is expected to remain the dominant deviation in this locality.

The Morgan Lake Alternative is located within 5 miles of portions of the bikeway. Therefore, potential visual impacts from the Morgan Lake Alternative (facility and ROW) are considered. The Morgan Lake Alternative is located southwest of the Proposed Route at this location, and therefore impacts are expected to be less than what is described below for the Proposed Route.

The Landscape Character will remain primarily cultural. Scenic Attractiveness will remain Class B (Typical). Scenic Integrity will remain high. Valued landscape character appears unaltered. Deviations may be present, but they mimic the landscape character so completely that they are not evident.

Likelihood of Impact

IPC considered all identified impacts to be “likely” to occur.

Magnitude of Impact – Impact Duration

Indicator	**Criteria used to Determine Impact Duration**		
Impact Duration	**Temporary.** Impacts would last for up to 3 years, (construction periods only and recovery and revegetation of temporary impacts in agricultural areas).	**Short-term.** Impacts would 3 to10 years (recovery and revegetation of temporary impacts in grasslands and herbaceous wetlands).	**Long-term.** Impacts would extend for greater than 10 years, or for the life of the Project (permanent Project facilities, recovery and revegetation of temporary impacts in shrubland and forest lands).
Explanation: The towers and conductor will be visible from the bikeway.			

1 Magnitude of Impact – Visual Contrast and Scale Dominance

Indicator	Criteria used to Determine Visual Contrast and Scale Dominance		
Visual Contrast and Scale Dominance	**Low.** Project components result in weak to no visual contrast against the existing landscape, and project-related impacts are subordinate.	**Medium.** Project components result in moderate visual contrast against the existing landscape, and project-related impacts are co-dominant.	**High.** Project components result in strong visual contrast against the existing landscape, and project-related impacts are dominant.
Explanation: Project features will result in medium magnitude impacts, as project features will contrast at a moderate level and be co-dominant with the surrounding landscape. Therefore, impact magnitude will be medium.			

2 Magnitude of Impact – Resource Change and Viewer Perception

Indicator	Criteria used to Determine Resource Change		
Resource Change	**Low.** The geographic extent of medium to high magnitude impacts is limited to a discrete portion of the resource such that scenic quality or attractiveness and/or character of the resource will not change.	**Medium.** The geographic extent of medium to high magnitude impacts will lower the value of one or more key factor used to rank scenic quality; however, it will not reduce the scenic quality class or change the overall landscape character of the resource.	**High.** The geographic extent of medium to high magnitude impacts will lower the scenic quality class and will alter landscape character of the resource.
Explanation: The landscape will remain primarily cultural. Scenic attractiveness will remain Class B (Typical). Scenic integrity will remain high. Valued landscape character appears unaltered. Deviations may be present, but they mimic the landscape character so completely that they are not evident. Therefore, resource change will be low.			
Viewer Perception	**Low.** Views of the Project are experienced from a neutral or elevated vantage point, and are predominantly peripheral, intermittent, or episodic; OR, the Project is located primarily in the background distance zone (5-15 miles).	**Medium.** Views of the Project are experienced from a neutral or inferior vantage point, and are equally head-on and peripheral, equally continuous and intermittent; OR, the Project is located primarily in the foreground/ middleground distance zone (0.5-5 miles).	**High.** Views of the Project are experienced from a neutral or inferior vantage point, and are predominantly head-on, predominantly continuous; OR, the Project is located primarily in the immediate foreground distance zone (up to 0.5 miles).
Explanation: Viewer exposure will be brief and experienced both head-on and peripherally. Therefore, viewer perception will be low.			

PART 3: Consideration of Intensity, Causation, and Context

Impact Intensity

Intensity Rating			
Viewer Perception	**Resource Change**		
	LOW	**MEDIUM**	**HIGH**
LOW	Low	Medium	High
MEDIUM	Low	Medium	High
HIGH	Low	High	High

The Project will have low magnitude impacts where the Proposed Route crosses the bikeway. The landscape will remain primarily cultural, scenic attractiveness will remain Class B (Typical), and scenic integrity will remain high such that resource change will be low. Viewer exposure will be brief and experienced both head-on and peripherally for all parcels. Therefore, impact intensity will be low.

Degree to Which the Possible Impacts are Caused by the Proposed Action

The impacts disclosed in this assessment are caused by the proposed facility and the presence of I-84.

Context

According to the visual impact methodology, an evaluation of context is not required as the Project will have low intensity impacts, which are considered less than significant.

Summary and Conclusion

The Project will result in long-term visual impacts at the Grand Tour Scenic Bikeway. The impacts are considered to be low intensity as measured by visual contrast and scale dominance, resource change, and viewer perception. Impacts will be **less than significant**.

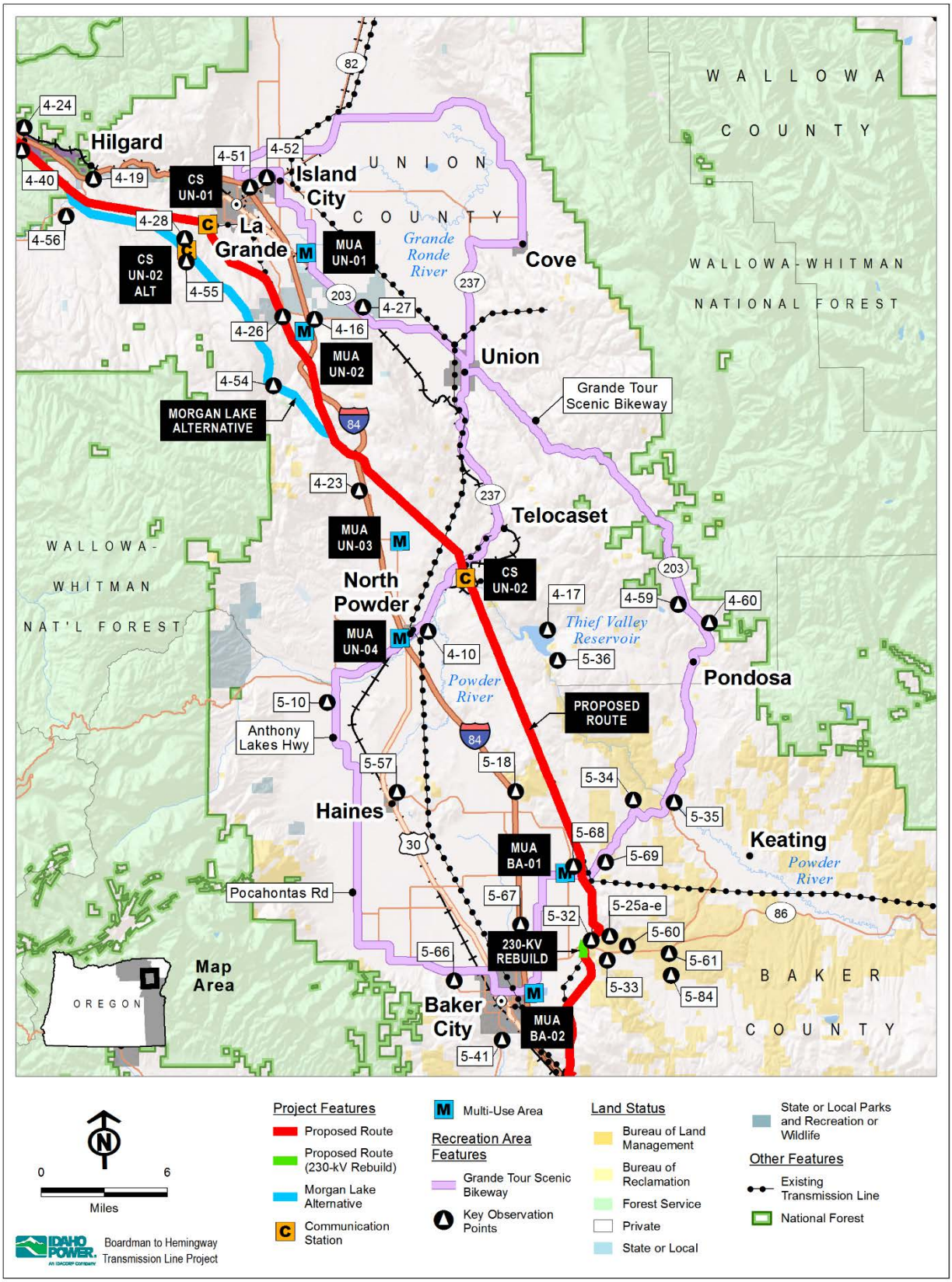

Figure T-4-21. Grand Tour Scenic Bikeway

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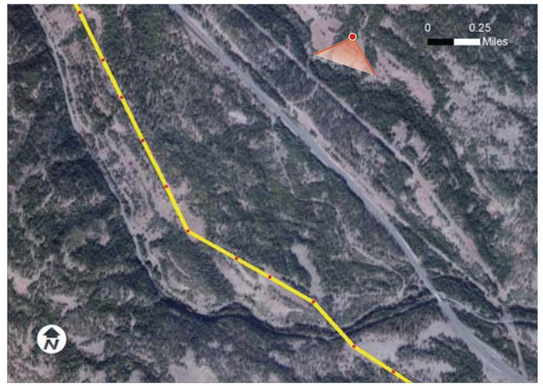
ATTACHMENT T-5
PHOTOSIMULATIONS



Legend

- Key Observation Point Cone of Vision
- Alternative Right-of-Way
- Proposed Structure Locations

Photograph Information

Time of photograph: 1:14 PM
Date of photograph: 7.24.2012
Weather condition: Sunny
Viewing direction: Southwest
Latitude: 45°23'39.31"N
Longitude: 118°18'44.88"W

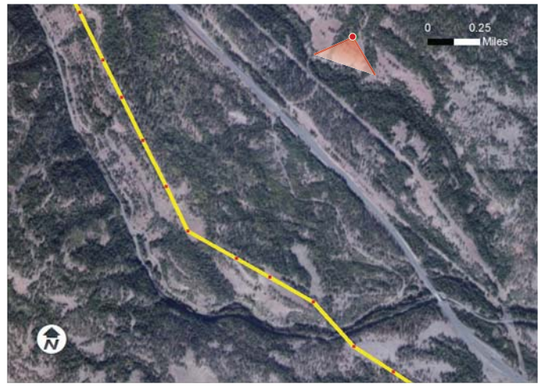
Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.

Existing Conditions
Key Observation Point 4-32

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
July 2013

Figure: T-5-1

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



Legend

- Key Observation Point Cone of Vision
- Alternative Right-of-Way
- Proposed Structure Locations

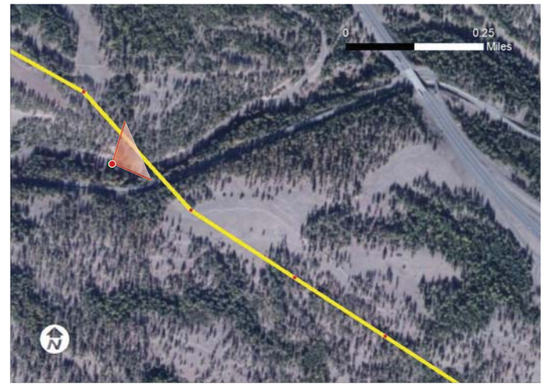
Photograph Information

Time of photograph: 1:14 PM
Date of photograph: 7.24.2012
Weather condition: Sunny
Viewing direction: Southwest
Latitude: 45°23'39.31"N
Longitude: 118°18'44.88"W
Nearest tower in view: 1.19 mi
Structure Type/ Material: Lattice/ Galvanized Steel

Photographic Simulation of Proposed Alignment
Key Observation Point 4-32

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
July 2013

Figure: T-5-2



Legend

- Key Observation Point Cone of Vision
- Proposed Right-of-Way
- Proposed Structure Locations

Photograph Information

Time of photograph: 3:38 PM
Date of photograph: 10.12.2011
Weather condition: Sunny
Viewing direction: Northeast
Latitude: 45°22'26.36"N
Longitude: 118°18'53.52"W

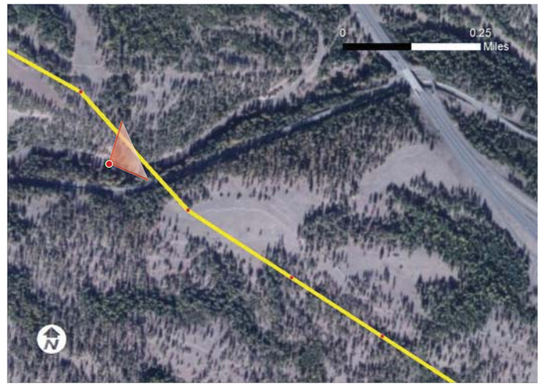
Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.

Existing Conditions
Key Observation Point 4-5

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
July 2013

Figure: T-5-3

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



Legend

- Key Observation Point Cone of Vision
- Proposed Right-of-Way
- Proposed Structure Locations

Photograph Information

Time of photograph: 3:38 PM
Date of photograph: 10.12.2011
Weather condition: Sunny
Viewing direction: Northeast
Latitude: 45°22'26.36"N
Longitude: 118°18'53.52"W
Nearest tower in view: 0.14 mi
Structure Type/ Material: Lattice/ Galvanized Steel

Photographic Simulation of Proposed Alignment
Key Observation Point 4-5

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
July 2013

Figure: T-5-4

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.

Legend

- Key Observation Point Cone of Vision
- Alternative Right-of-Way
- Proposed Structure Locations

Photograph Information

Time of photograph: 1:29 PM
Date of photograph: 3.24.2011
Weather condition: Partly Cloudy
Viewing direction: West
Latitude: 44°49'11.139"N
Longitude: 117°44'24.517"W
Nearest tower in view: 0.45 mi

Existing Conditions
Key Observation Point 5-25C
Photo Point 005

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
December 2012

Figure: T-5-5

Legend

Key Observation Point
Cone of Vision

Proposed Structure
Locations

Photograph Information

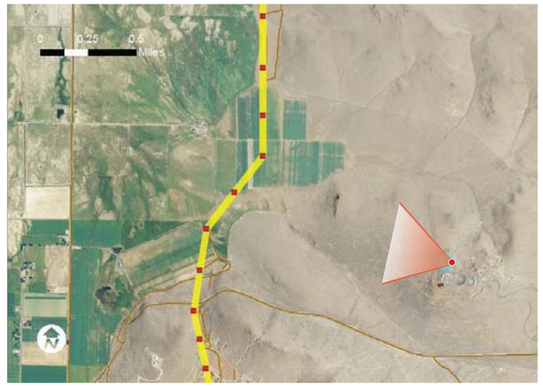
Time of photography	1:29 PM
Date of photography:	24 March 2011
Weather conditions:	Clear, Few Clouds
Viewing direction:	West
Latitude:	44°49’11.12”N
Longitude:	117°44’24.46”W
Nearest structure in view:	0.14 miles
Structure Type/Material:	H-Frames Weathered steel

The above photograph is intended to be viewed at approximately 18 inches from the viewer’s eyes when printed on 11x17 paper. The photograph below is the full sized wide angle view of the above photograph aera outlined in yellow.

Key Observation Point 5-25C Photographic Simulation of Flagstaff Hill Alternative FASC Route

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
November 2016

Figure: T-5-6



Legend

- Key Observation Point Cone of Vision
- Alternative Right-of-Way
- Proposed Structure Locations

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.

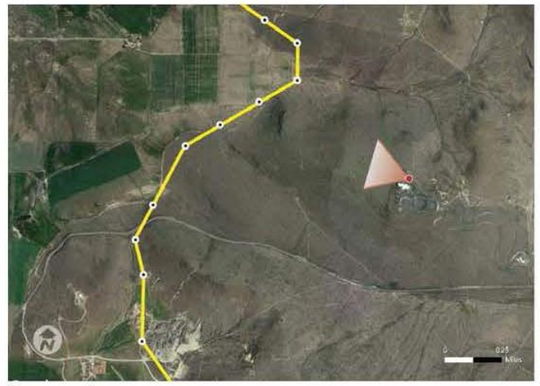
Photograph Information

Time of photograph: 2:25 PM
Date of photograph: 3.24.2011
Weather condition: Partly Cloudy
Viewing direction: Northwest
Latitude: 44°48'53.843"N
Longitude: 117°43'43.826"W
Nearest tower in view: 0.91 mi

Existing Conditions
Key Observation Point 5-25D
Photo Point 008

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
December 2012

Figure: T-5-7



Legend

- Key Observation Point
- Cone of Vision
- Alternative Right-of-Way
- Proposed Structure Locations

Photograph Information

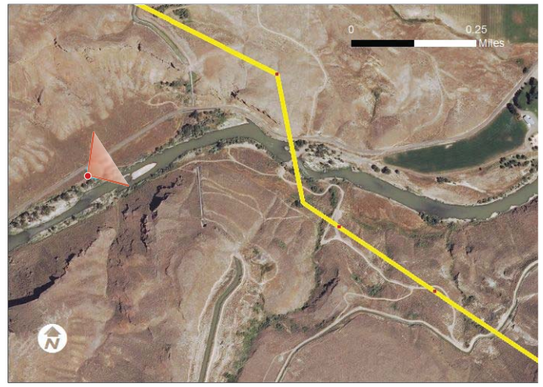
Time of photograph: 2:25 PM
Date of photograph: 3.24.2011
Weather condition: Partly Cloudy
Viewing direction: Northwest
Latitude: 44°48'53.843"N
Longitude: 117°43'43.826"W
Nearest tower in view: 0.72 mi
Structure Type/ Material: H-Frames, Corten Steel and Lattice structures

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.

Photographic Simulation of Flagstaff Hill Alternative Key Observation Point 5-25D FASC Route

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
November 2016

Figure: T-5-8



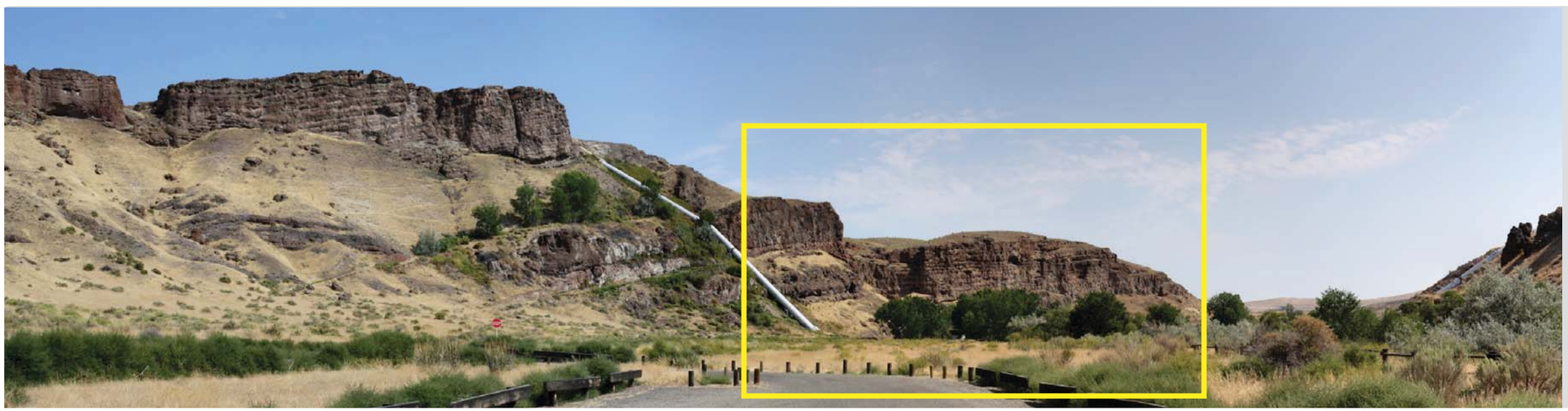
Legend

- Key Observation Point Cone of Vision
- Alternative Right-of-Way
- Proposed Structure Locations

Photograph Information

Time of photograph: 10:59 AM
Date of photograph: 9.13.2011
Weather condition: Mostly Sunny
Viewing direction: Northeast
Latitude: 43°44'12.62"N
Longitude: 117°11'1.67"W

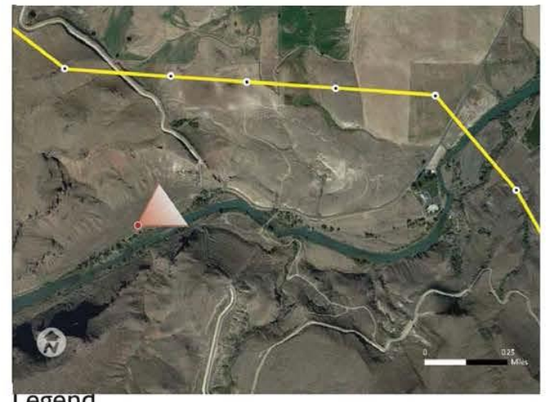
Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



Existing Conditions
Key Observation Point 8-52

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
January 2013

Figure: T-5-9



Legend

- Key Observation Point
- Cone of Vision
- Alternative Right-of-Way
- Proposed Structure Locations

Photograph Information

Time of photograph: 10:59 AM
Date of photograph: 9.13.2011
Weather condition: Mostly Sunny
Viewing direction: Northeast
Latitude: 43°44'12.62"N
Longitude: 117°11'1.67"W
Nearest tower in view: 0.46 mi
Structure Type/ Material: H-Frames, Corten Steel and Lattice structures

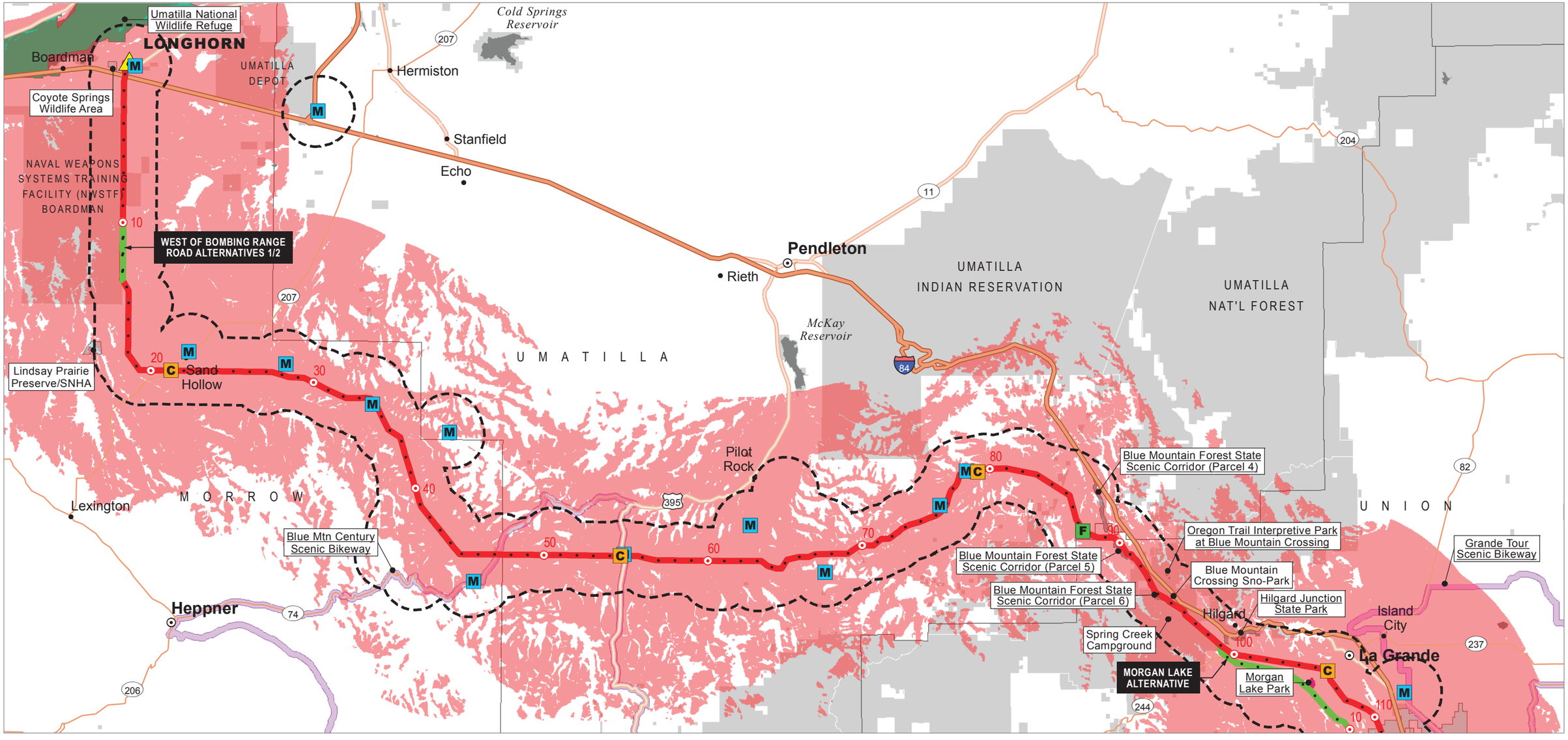
Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.

Photographic Simulation of Proposed Alignment
Key Observation Point 8-52
FASC Route

Boardman to Hemingway
500-kV Transmission Project
Idaho, Oregon, Washington
November 2016

Figure: T-5-10

ATTACHMENT T-6
VIEWSHED MAPS



0 6
Miles

OREGON

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

Z:\UtilServ\Boardman_Hemingway\Reports\002_Oregon_Energy_Siting_Council\03_Final ASC\Exhibits\T_Recreation\Maps\Attachment T-6\Attachment T-6a Viewshed_Proposed Route.mxd

December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Viewshed (Proposed Route Only)

- Area Where One or More Towers May Be Visible to 10-miles
- Not Visible

Recreation Areas

- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S. Forest Service Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features

- Proposed Route
- Alternative Route
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area
- Station

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

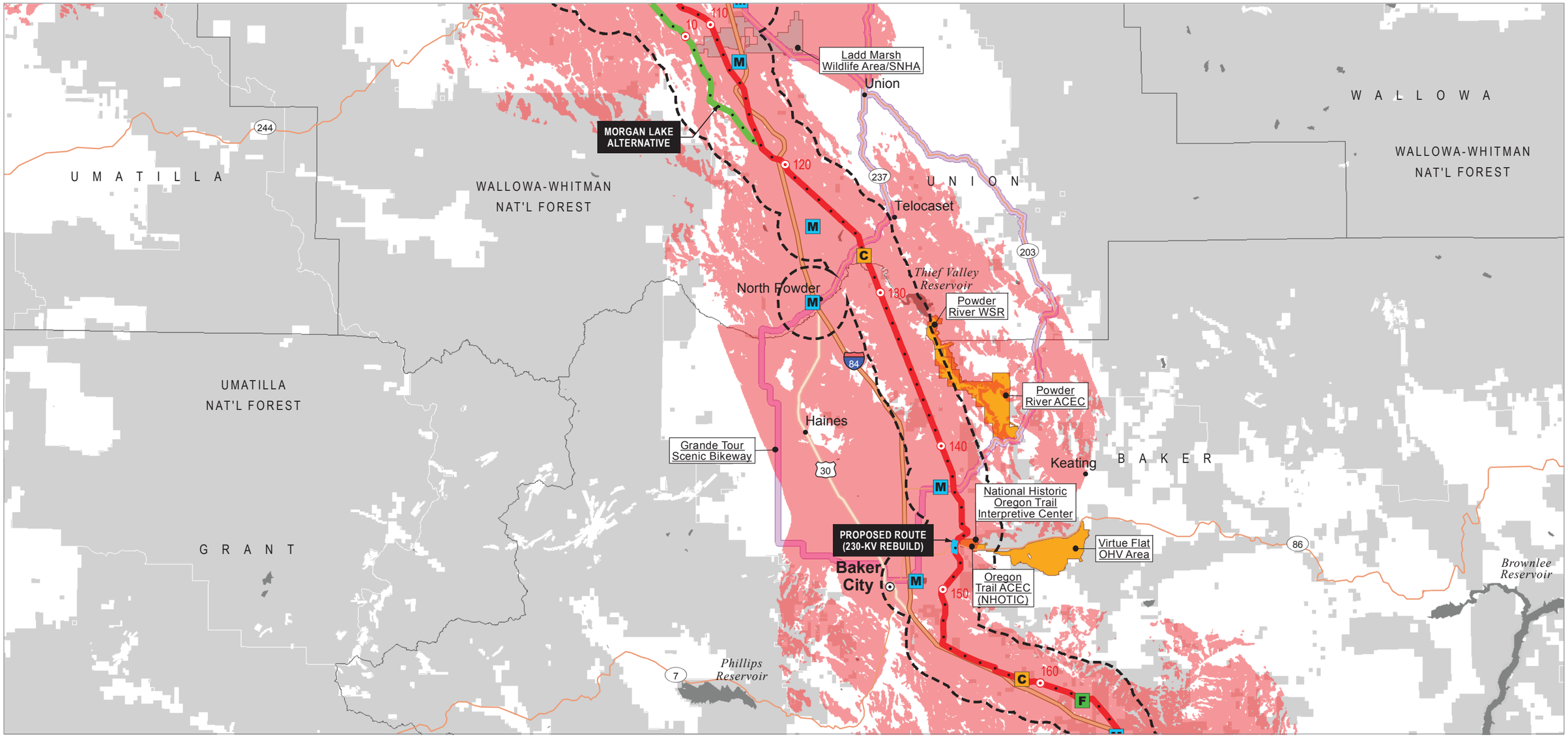
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6a
Inventoried Recreation Opportunities

Viewshed
Proposed Route

Map 1



0 6
Miles

OREGON

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features
- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Viewshed (Proposed Route Only)
- Area Where One or More Towers May Be Visible to 10-miles
- Not Visible

Recreation Areas
- BLM Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site

Important Recreation Area
- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features
- Proposed Route
- Alternative Route
- Proposed Route (230-kV Rebuild)
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status
- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns
- County Seat
- Other

Roads
- Interstates
- Highways
- Major Roads

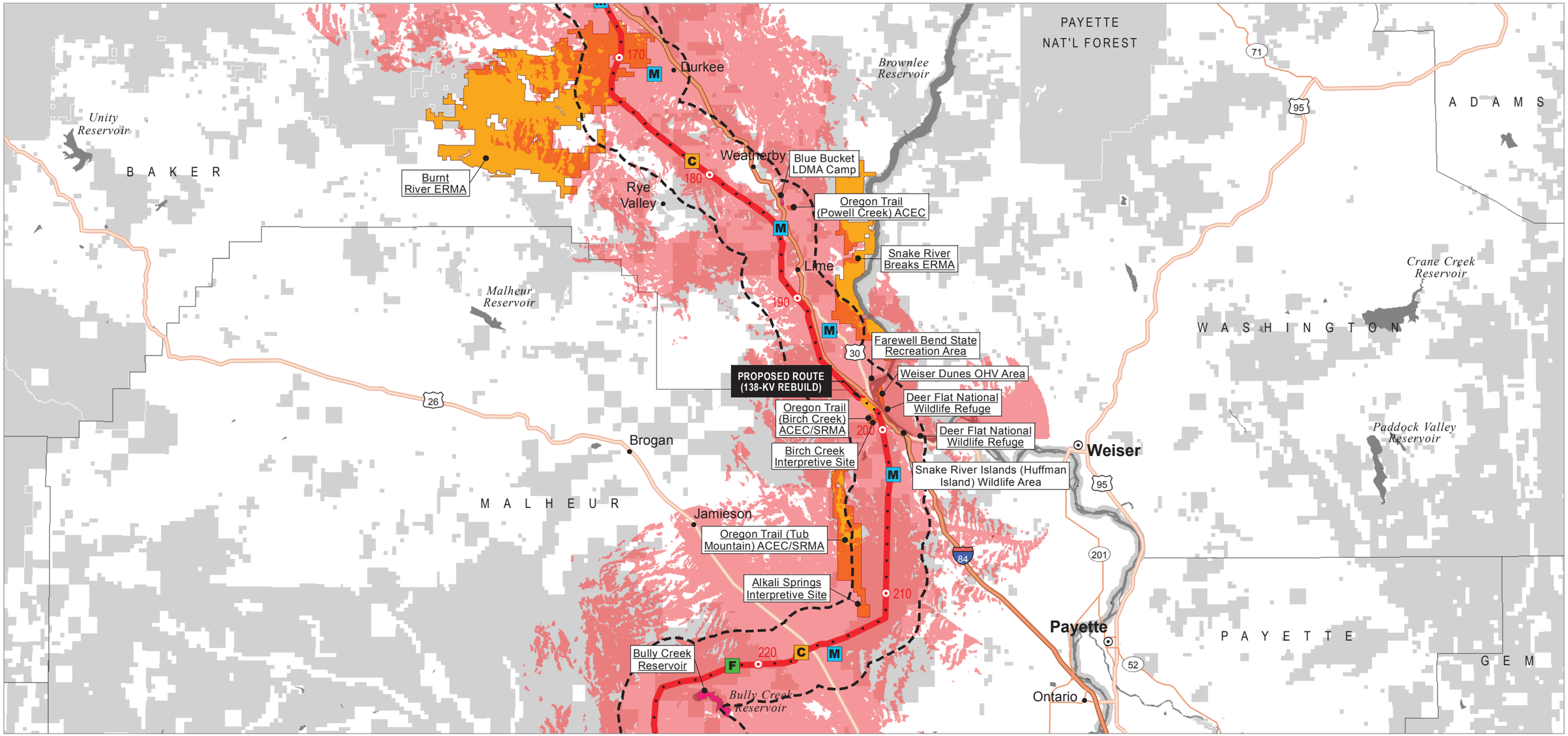
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6a
Inventoried Recreation Opportunities

Viewshed
Proposed Route

Map 2



0 6
Miles

OREGON

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Viewshed (Proposed Route Only)

- Area Where One or More Towers May Be Visible to 10-miles
- Not Visible

Recreation Areas

- BLM Recreation Site
- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area

Project Features

- Proposed Route
- Proposed Route (138-kV Rebuild)
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

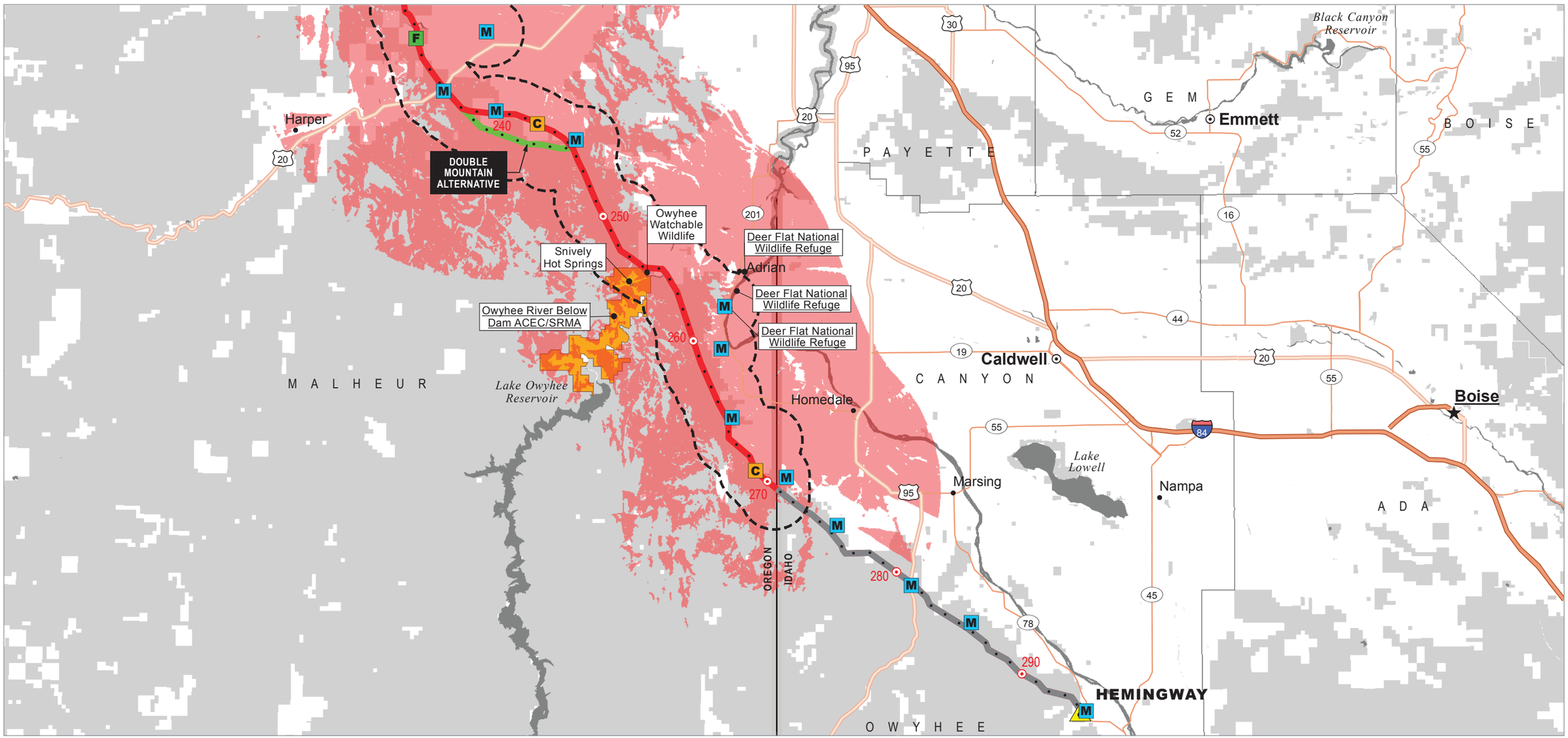
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6a
Inventoried Recreation Opportunities

Viewshed
Proposed Route

Map 3



0 6
Miles

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Viewshed (Proposed Route Only)

- Area Where One or More Towers May Be Visible to 10-miles
- Not Visible

Recreation Areas

- BLM Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area

Project Features

- Proposed Route
- Alternative Route
- Proposed Route Not In Oregon
- Ten-mile
- Mile
- Communication Station
- Light-Duty Fly Yard
- Multi-Use Area
- Station

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns

- State Capital
- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

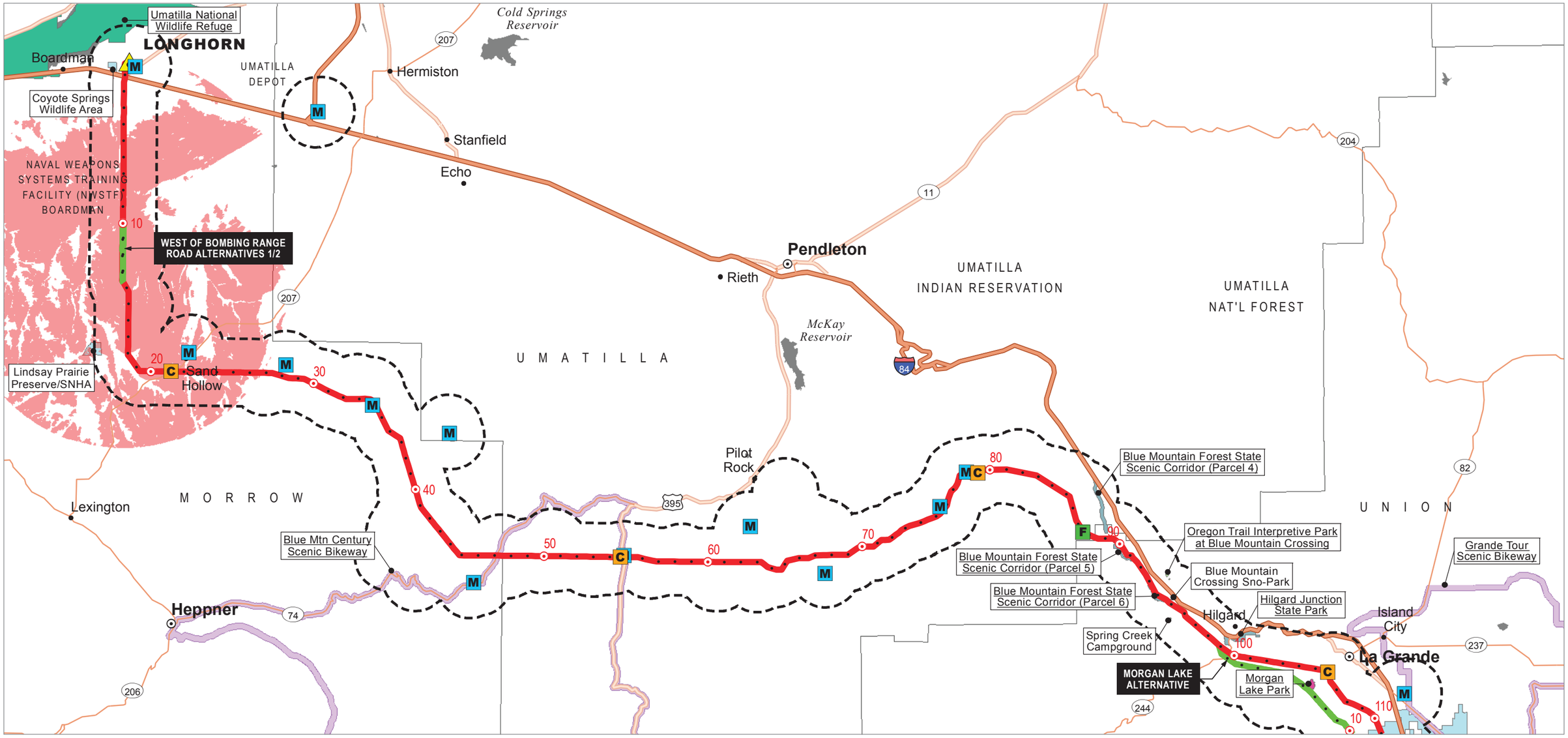
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

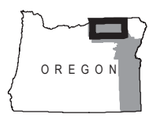
Attachment T-6a
Inventoried Recreation Opportunities

Viewshed
Proposed Route

Map 4



0 6
Miles



Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Viewshed (West of Bombing Range Road Alternatives Only)

Area Where One or More Towers May Be Visible to 10-miles

Not Visible

Recreation Areas

County or Local Recreation Site

Oregon Dept of Fish and Wildlife Recreation Site

Oregon Parks and Recreation Dept Recreation Site

U.S. Forest Service Recreation Site

U.S.Fish and Wildlife Recreation Site

Important Recreation Area

Other Inventoried Recreation Area

Scenic Bikeways

Project Features

Proposed Route

Alternative Route

Ten-mile

Mile

C Communication Station

F Light-Duty Fly Yard

M Multi-Use Area

Station

Land Status

Other Federal or State Lands or Indian Reservation

Private

Other Features

Cities or Towns

County Seat

Other

Roads

Interstates

Highways

Major Roads

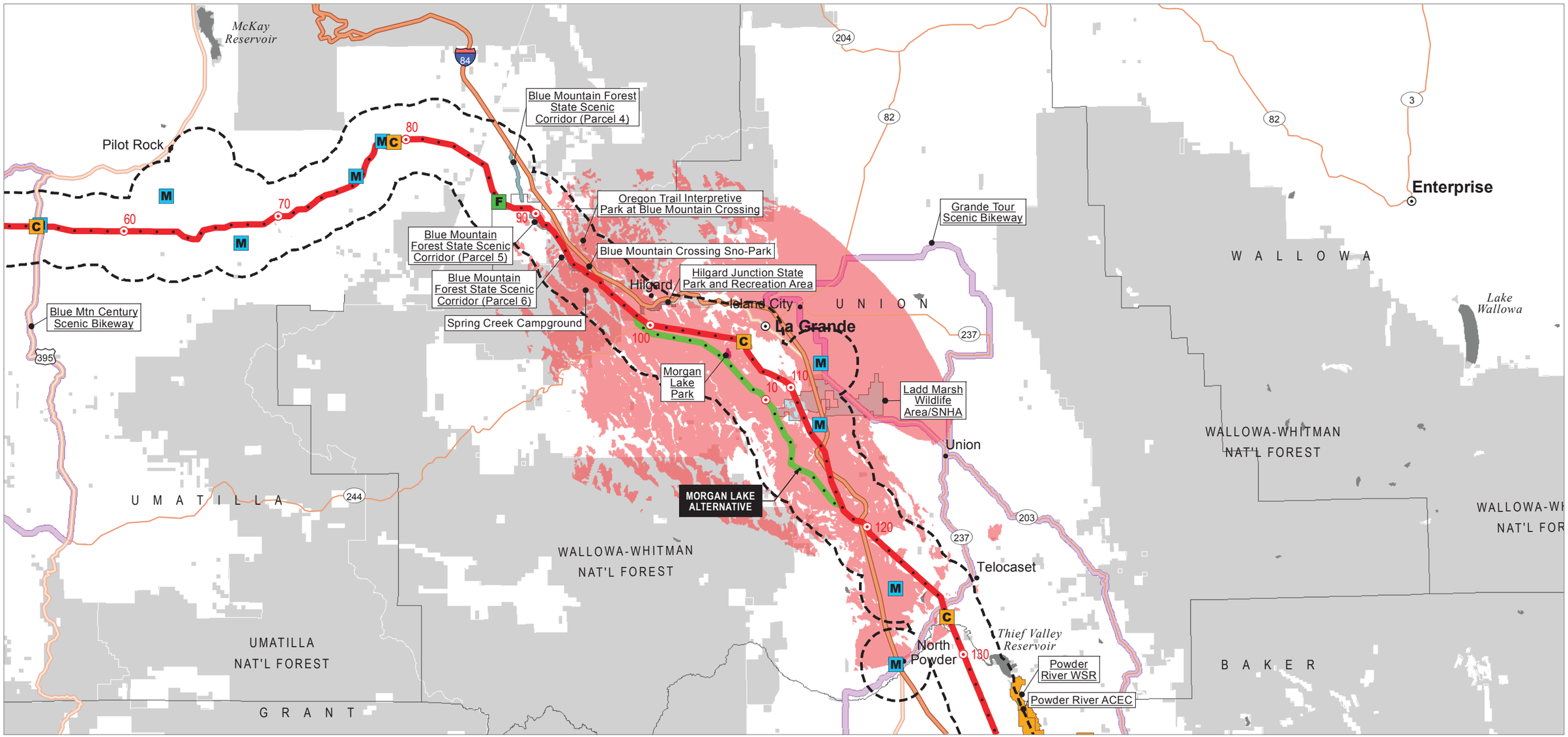
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6a
Inventoried Recreation Opportunities

Viewshed
West of Boming Range
Road Alternatives 1/2

Map 5



0 6
Miles

Map Area

OREGON — PROJECT AREA

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Viewshed (Morgan Lake Alternative Only)

- Area Where One or More Towers May Be Visible to 10-miles
- Not Visible

Recreation Areas

- BLM Recreation Site
- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S. Forest Service Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features

- Proposed Route
- Alternative Route
- Ten-mile
- Mile
- C — Communication Station
- F — Light-Duty Fly Yard
- M — Multi-Use Area

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

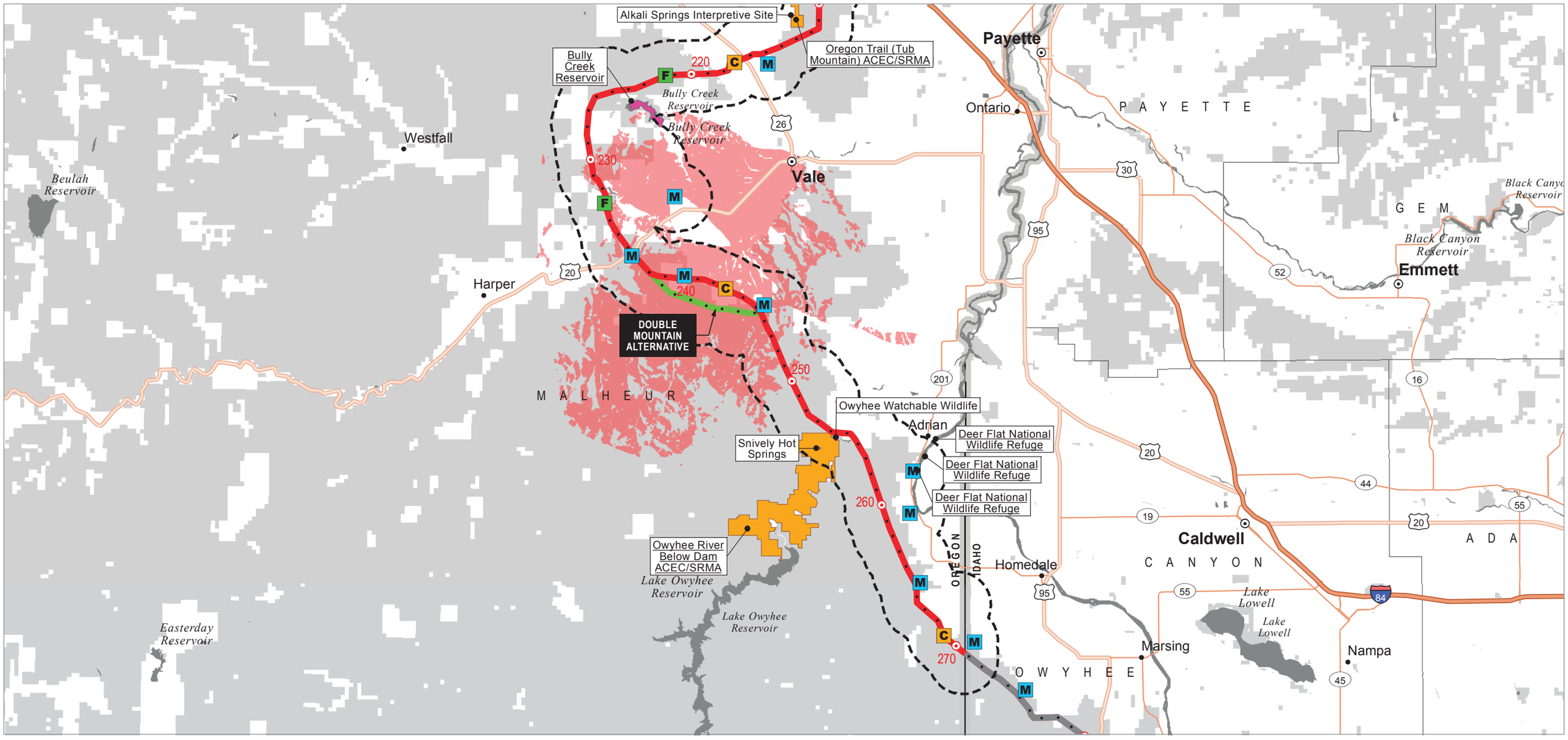
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6a
Inventoried Recreation Opportunities

Viewshed
West of Boming Range
Road Alternatives 1/2

Map 6



0 6
Miles

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Viewshed (Double Mountain Alternative Only)

- Area Where One or More Towers May Be Visible to 10-miles
- Not Visible

Recreation Areas

- BLM Recreation Site
- County or Local Recreation Site
- U.S.Fish and Wildlife Recreation Site

Important Recreation Area

- Other Inventoried Recreation Area

Project Features

- Proposed Route
- Alternative Route
- Proposed Route Not In Oregon
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

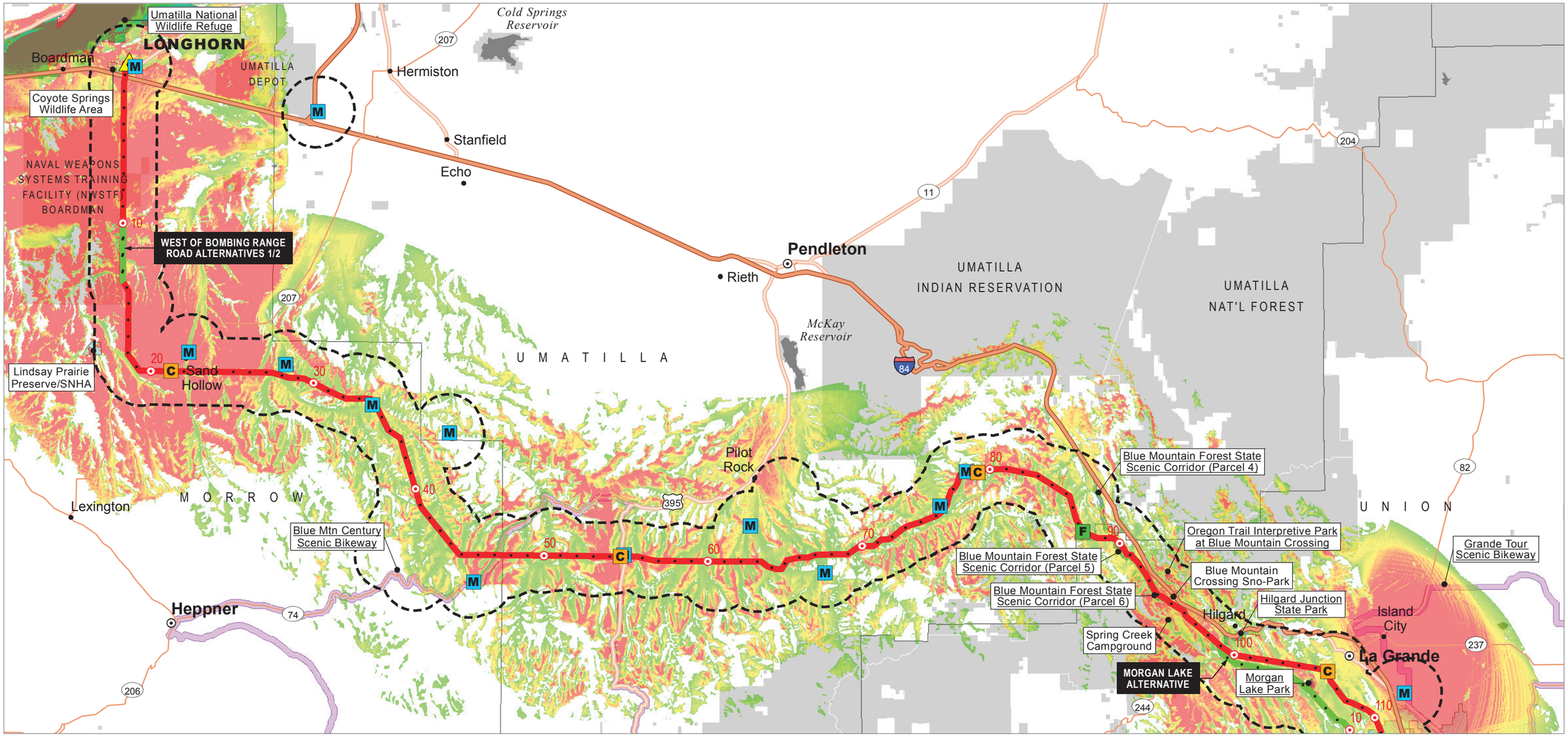
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6a
Inventoried Recreation Opportunities

Viewshed
Double Mountain Alternative

Map 7



0 6
Miles

OREGON

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Visibility (Proposed Route Only)
# of Towers Visible to 10-miles

High

Low or Not Visible

Recreation Areas

- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S. Forest Service Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area

Scenic Bikeways

Project Features

- Proposed Route
- Alternative Route
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Station

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

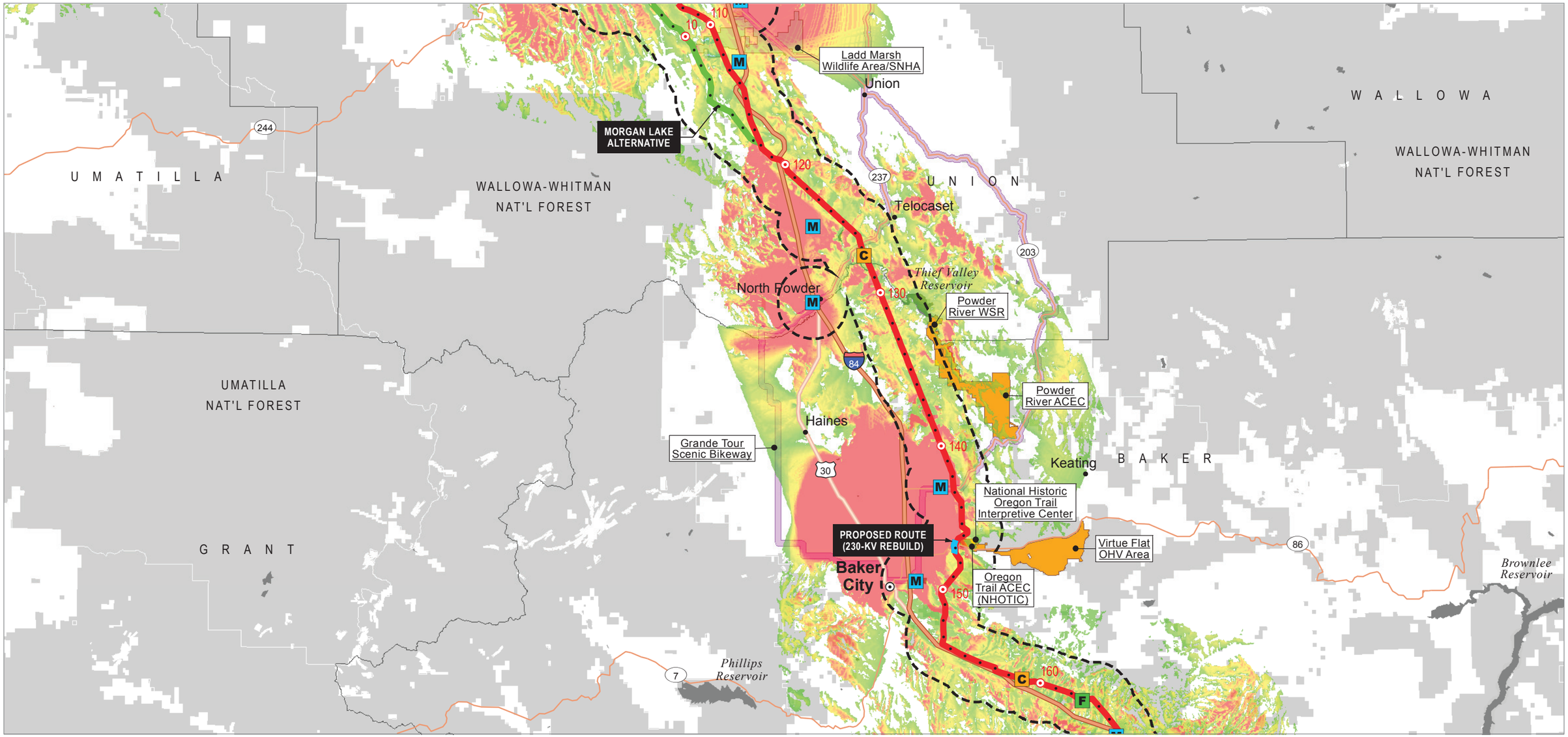
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

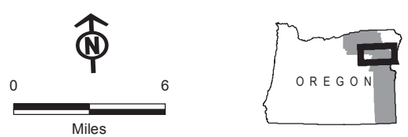
Attachment T-6b
Inventoried Recreation Opportunities

Potential Tower Visibility
Proposed Route

Map 1



Map Area



Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Visibility (Proposed Route Only)
# of Towers Visible to 10-miles

- High
- Low or Not Visible

Recreation Areas

- BLM Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features

- Proposed Route
- Alternative Route
- Proposed Route (230-kV Rebuild)
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns

- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

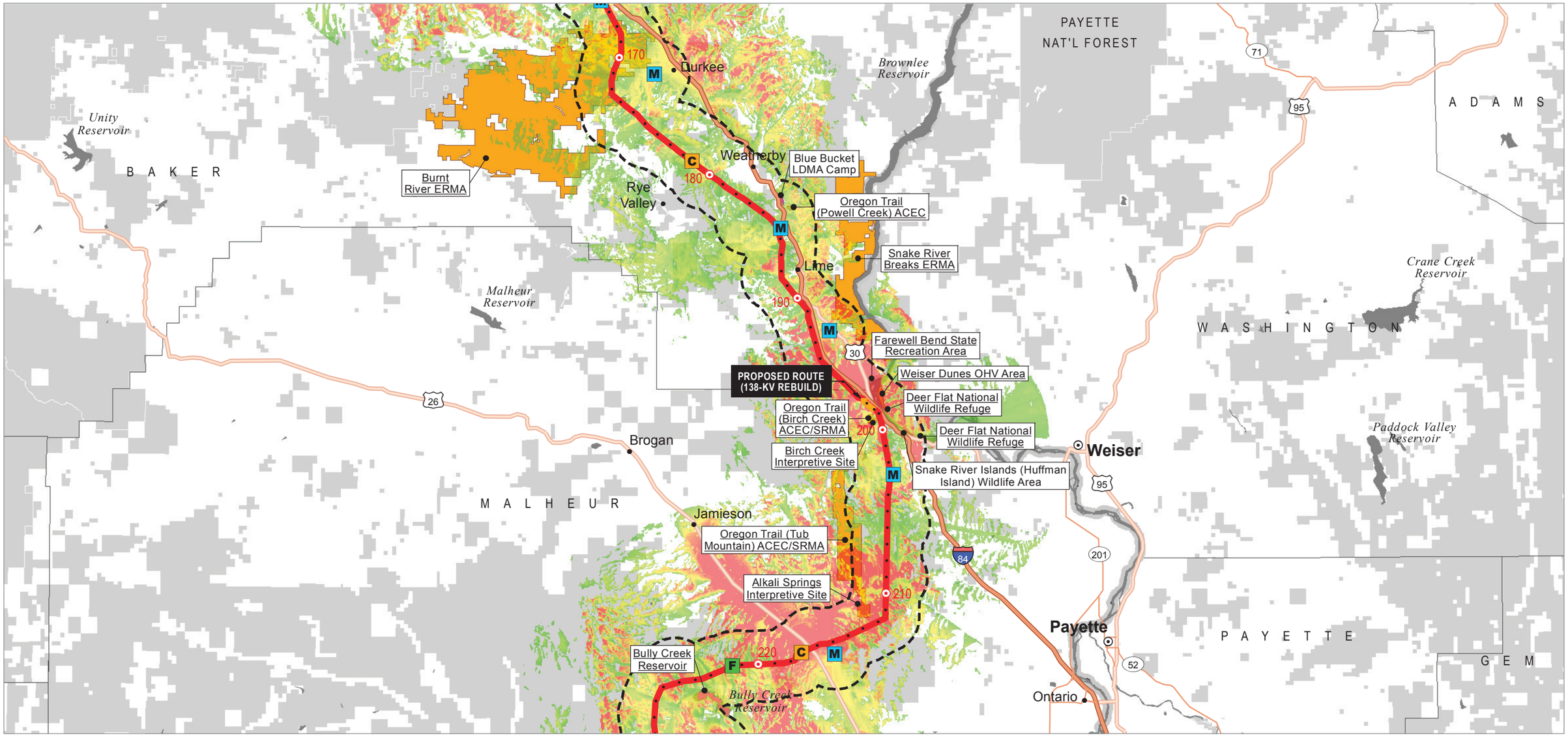
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6b
Inventoried Recreation Opportunities

Potential Tower Visibility
Proposed Route

Map 2



0 6
Miles

OREGON

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Visibility (Proposed Route Only)
# of Towers Visible to 10-miles
- High
- Low or Not Visible

Recreation Areas

- BLM Recreation Site
- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area

Project Features

- Proposed Route
- Proposed Route (138-kV Rebuild)
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status

- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns
- County Seat
- Other

Roads

- Interstates
- Highways
- Major Roads

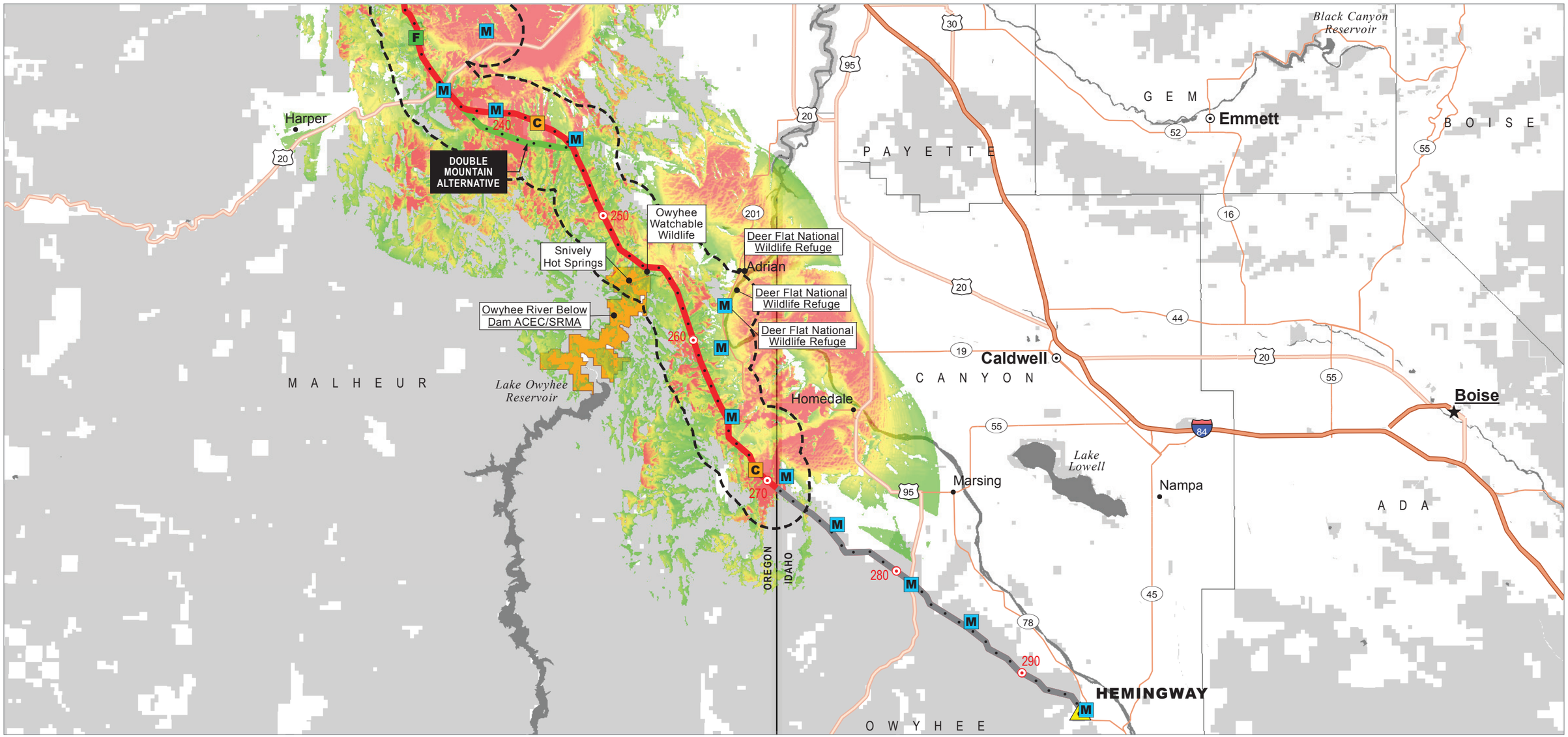
IDAHO POWER. An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6b
Inventoried Recreation Opportunities

Potential Tower Visibility
Proposed Route

Map 3



0 6
Miles

Map Area

Source(s): BLM, Esri, IPC, ODFW, NPS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features

- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)

Visibility (Proposed Route Only)
# of Towers Visible to 10-miles
- High
- Low or Not Visible

Recreation Areas
- BLM Recreation Site
- U.S.Fish and Wildlife Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area

Project Features
- Proposed Route
- Alternative Route
- Proposed Route Not In Oregon
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area
- Station

Land Status
- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns
- State Capital
- County Seat
- Other

Roads
- Interstates
- Highways
- Major Roads

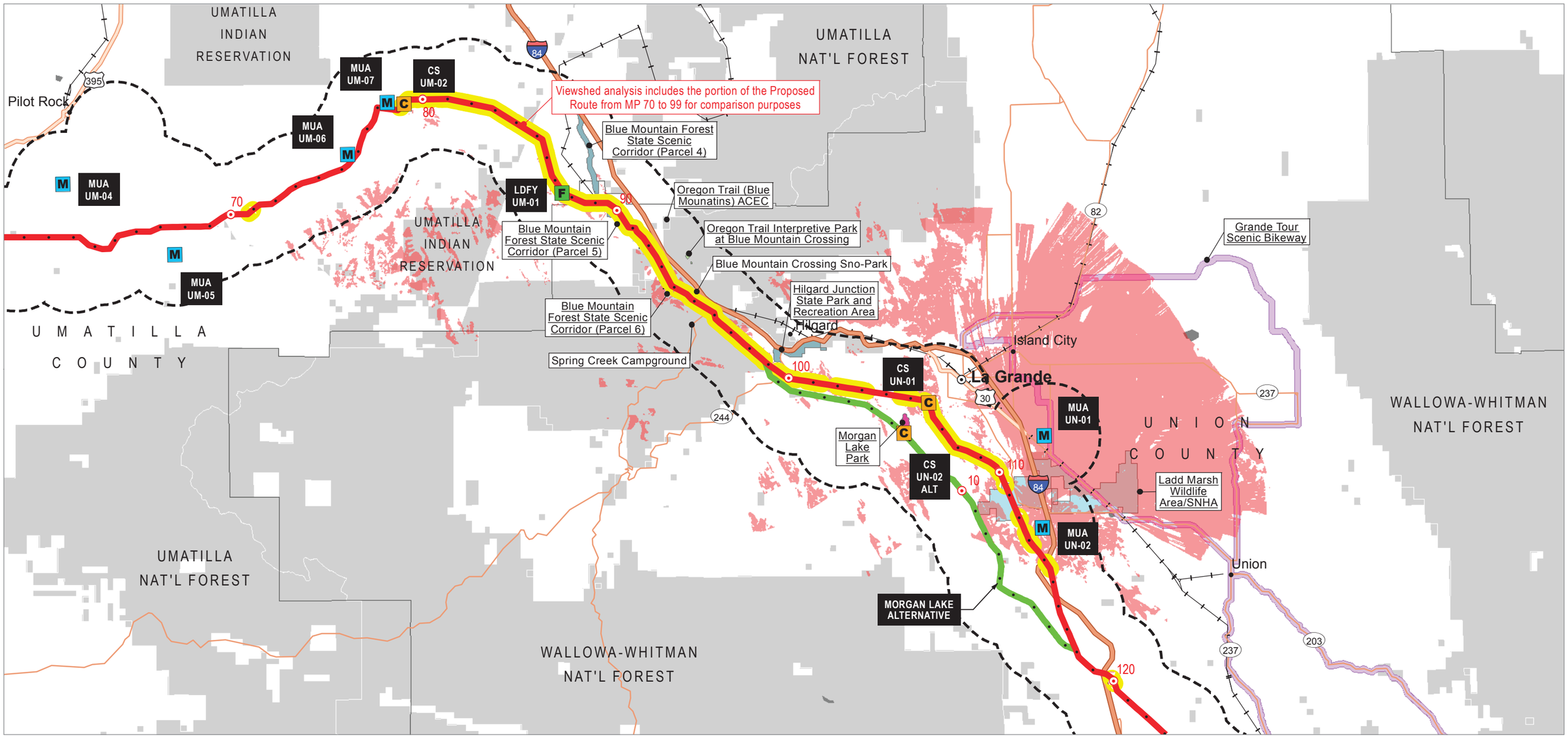
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6b
Inventoried Recreation Opportunities

Potential Tower Visibility
Proposed Route

Map 4



Map Area

Source(s): BLM, Esri, IPC, NOAA, State of Oregon, USFS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen and the GIS User Community

Z:\UtilServ\Boardman_Hemingway\Reports\002_Oregon_Energy_Siting_Council\03_Final ASC\Exhibits\T_Recreation\Maps\Attachment T-6\Attachment T-6c Scenic_Forest Clearance_Proposed

December 2016

Inventoried Recreation Opportunities Features
- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)
- Estimated ROW Clearing in Forested Land (width exaggerated for map scale)

Viewshed
- Area Where Full ROW Clearing in Forested Land May Be Visible to 10-miles
- Not Visible

Recreation Areas
- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S. Forest Service Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features
- Proposed Route
- Alternative Route
- Ten-mile
- Mile
- C — Communication Station
- F — Light-Duty Fly Yard
- M — Multi-Use Area

Land Status
- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns
- County Seat
- Other

Roads and Railroad
- Interstates
- Highways
- Major Roads
- Railroad

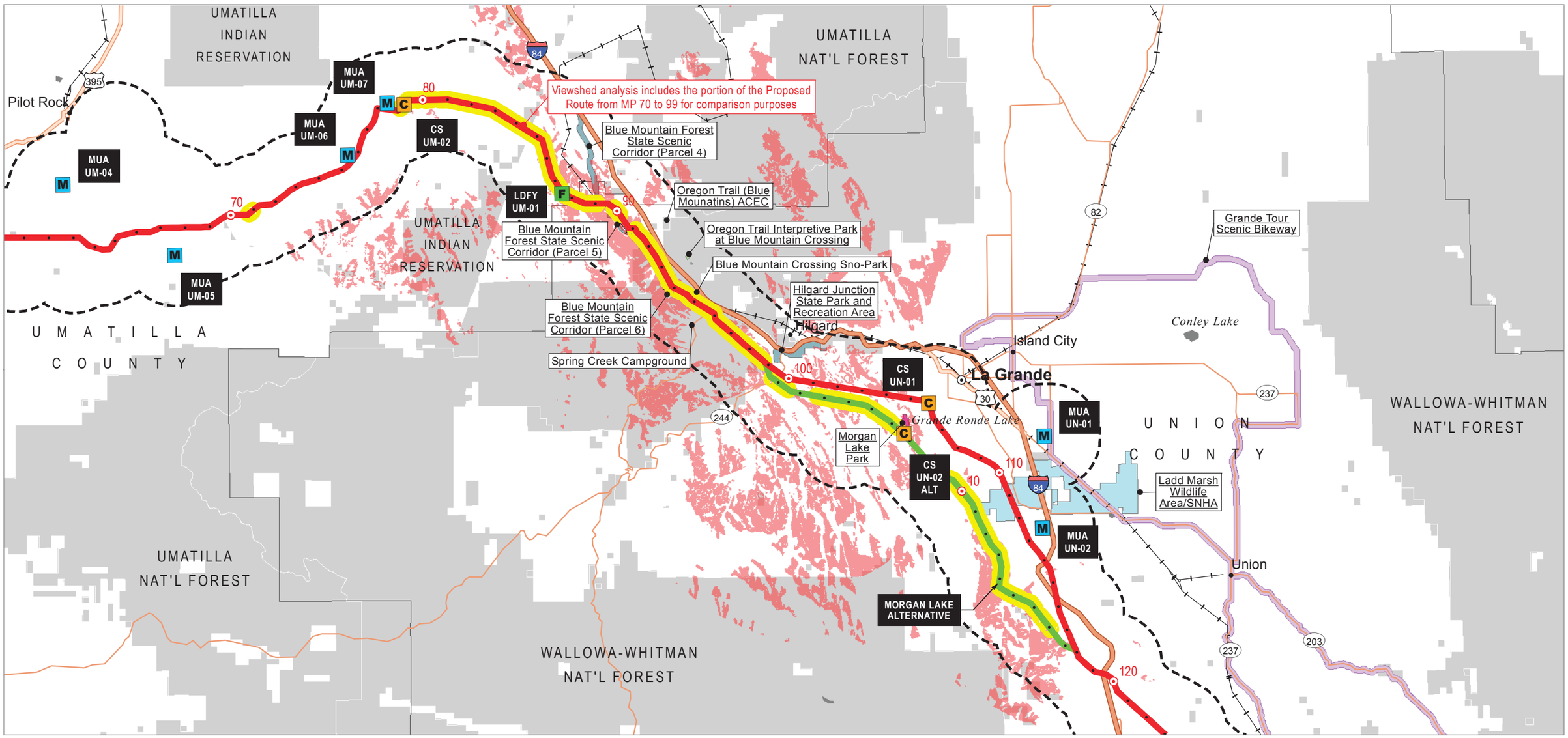
IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6c
Inventoried Recreation Opportunities

Viewshed
Proposed Route
Forested Area ROW Clearing

Map 1



0 4
Miles

OREGON

Map Area

Source(s): BLM, Esri, IPC, NOAA, State of Oregon, USFS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen and the GIS User Community

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December 2016

Inventoried Recreation Opportunities Features
- Inventoried Recreation Opportunities Analysis Area (2-mile buffer of Site Boundary)
- Estimated ROW Clearing in Forested Land (width exaggerated for map scale)

Viewshed
- Area Where Full ROW Clearing in Forested Land May Be Visible to 10-miles
- Not Visible

Recreation Areas
- County or Local Recreation Site
- Oregon Dept of Fish and Wildlife Recreation Site
- Oregon Parks and Recreation Dept Recreation Site
- U.S. Forest Service Recreation Site
- Important Recreation Area
- Other Inventoried Recreation Area
- Scenic Bikeways

Project Features
- Proposed Route
- Alternative Route
- Ten-mile
- Mile
- C Communication Station
- F Light-Duty Fly Yard
- M Multi-Use Area

Land Status
- Other Federal or State Lands or Indian Reservation
- Private

Other Features

Cities or Towns
- County Seat
- Other

Roads and Railroad
- Interstates
- Highways
- Major Roads
- Railroad

IDAHO POWER An IDACORP Company

Boardman to Hemingway Transmission Line Project

Attachment T-6c
Inventoried Recreation Opportunities

Viewshed
Morgan Lake Alternative
Forested Area ROW Clearing

Map 2