

Exhibit T

Recreation

**Bakeoven Solar Project
November 2019**

Prepared for



Avangrid Renewables, LLC

Prepared by



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Attachment T-1. Inventory of Recreational Resources in the Analysis Area

Acronyms and Abbreviations

| | |
|-------------------|--|
| Applicant | Bakeoven Solar, LLC |
| BLM | Bureau of Land Management |
| BPA | Bonneville Power Administration |
| Facility | Bakeoven Solar Project |
| Maupin Substation | Bonneville Power Administration Maupin Interconnection Substation |
| OAR | Oregon Administrative Rule |
| OPRD | Oregon Parks and Recreation Department |
| OR | Oregon Highway |
| US | U.S. Highway |
| ZVI | zone of visual influence |

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1.0 Introduction

Bakeoven Solar, LLC (Applicant) proposes to construct and operate a solar energy generation facility and related or supporting facilities in Wasco County, Oregon. This Exhibit T was prepared to meet the submittal requirements in Oregon Administrative Rule (OAR) 345-021-0010(1)(t).

2.0 Analysis Area

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

The analysis area for recreational resources is the area within and extending 5 miles from the proposed site boundary. The site boundary is defined in detail in Exhibits B and C and is shown on Figure T-1.

3.0 Recreational Opportunities in the Analysis Area

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

3.1 Inventory Methods

Recreational opportunities within the analysis area were identified through collection and review of existing published and unpublished information available from desktop research sources commonly used for recreation inventory efforts. Key types of information resources investigated for the inventory included:

- Published maps with geographic coverage applicable to the analysis area¹;
- Geographic Information System files documenting recreational resources obtained from key recreation provider agencies, e.g., the Bureau of Land Management (BLM 2018), United

¹ Specific sources included U.S. Geological Survey 1:100,000 scale and 1:24,000 scale topographic maps, maps published by land management agencies, primarily the Bureau of Land Management, and the Oregon Atlas and Gazetteer (DeLorme 2004), which includes topographic maps and data on a wide variety of recreational opportunities.

States Forest Service (USFS 2019), and Oregon Parks and Recreation Department (OPRD 2018);

- Comprehensive plans within the analysis area;
- Internet sites maintained by recreation provider agencies, including OPRD and county and city park departments; and
- Internet sites maintained by various commercial entities, including sites providing general recreation and tourism information and sites applicable to specific private-sector recreation opportunities.

3.2 Resource Descriptions

There are nine identified recreational opportunities within the analysis area. Attachment T-1 provides a summary of each identified recreational opportunity. Figure T-1 shows the location of all of the recreation opportunities identified in the analysis area. The identified recreation opportunities are concentrated near the northwest perimeter of the analysis area, along the Deschutes and White rivers, north of Maupin—a hub for river rafting outfitters. Recreational opportunities generally include hiking, fishing, boating (primarily rafting and kayaking), camping, bicycling, photography, and sightseeing on or along the Deschutes and White rivers, which are both federally designated Wild and Scenic Rivers.

Water-based recreation activities, fishing and whitewater rafting, are very popular and in high demand on the Deschutes River, particularly in the summer. Fishing enthusiasts come from all across the United States to fish a healthy population of rainbow trout and summer steelhead (Oregon Campgrounds 2014). Rafters take advantage of the reliable summer water flows and numerous exciting rapids (Deschutes River Conservancy 2019). The Lower Deschutes River Back Country Byway (Deschutes River Access Road)² provides public river access including to small camping sites and the Oaks Spring Fish Hatchery and also is part of the Sherar’s Falls Scenic Bikeway route. Whereas the Deschutes River is quite busy, especially during the summer, the White River and White River Falls State Park provide recreational opportunities for those seeking a less-populated recreational opportunity.

3.3 Importance Assessment

Recreation opportunities identified within the analysis area were evaluated for importance based on the criteria outlined in OAR 345-022-0100. Specifically, the importance of each recreation opportunity was rated based on:

- Any special designation or management of the location;
- The degree of demand;

² The Lower Deschutes River Back Country Byway is a Bureau of Land Management (BLM) road within the Deschutes River Wild and Scenic River (BLM) and is part of the Sherar’s Falls Scenic Bikeway. Because it overlaps with other recreational opportunities, it is not evaluated as a separate resource.

- Outstanding or unusual qualities;
- Availability or rareness; and
- Irreplaceability or irretrievability of the opportunity.

A recreation opportunity was determined to be important based on assessment of available information specific to each criterion and a qualitative balancing of the attributes for all five criteria for a given resource. The assessment of importance for each recreational opportunity identified was conducted on a case-by-case basis. A recreation opportunity was determined to be important based on assessment of available information specific to each criterion and a qualitative balancing of the attributes for all five criteria for a given resource. For example, it is conceivable that a resource would have a special management designation and high use, but still be a common and replaceable opportunity without unique or outstanding qualities; in that instance, a determination that the opportunity was not important would be justifiable. Alternatively, an opportunity might have little or no management protection and low evident demand, but still be considered important because it was rare and/or irreplaceable.

Attachment T-1 summarizes the importance assessment for all identified recreation resources in the analysis area. Based on the importance criteria described above, seven of the nine identified recreation opportunities have been determined to be important for the purposes of this application:

- White Wild and Scenic River;
- Deschutes River campgrounds;
- Deschutes Wild and Scenic River;
- Sherar's Falls Scenic Bikeway;
- Oak Springs Fish Hatchery;
- White River Falls State Park; and
- Maupin City Park.

4.0 Impact Assessment

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:

The Applicant analyzed potential effects to important recreational opportunities in the analysis area to determine whether the Project's design, construction, and operation, taking into account mitigation, will be likely to result in any significant adverse impacts.

4.1 Direct or Indirect Loss of Recreational Opportunity

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

No proposed facilities will be located within important recreational areas identified, nor will the proposed Bakeoven Solar Project (Facility) impede the access to any recreational opportunities identified above. Therefore, there will be no direct or indirect loss of recreational opportunities as a result of facility construction, operations, or maintenance.

4.2 Noise

(ii) Noise resulting from facility construction or operation.

Exhibit X provides an assessment of the existing acoustical environment and anticipated Facility sound levels; the methodology for noise modeling is discussed in detail in that exhibit. Construction activities associated with the Facility have the potential for localized noise on a temporary basis as construction activities progress through certain locations within the proposed site boundary. Based on sound levels of the anticipated equipment for Facility construction and given that the closest important recreational opportunity is nearly 2 miles away, construction noise will not likely be discernible from background noise levels at the important recreational opportunity sites.

There will be no significant operational noise from the solar panels themselves. However, there will be some limited noise from associated Facility components, including cooling equipment for the battery storage system and electrical equipment. Based on the results of acoustic modeling in Exhibit X, operational noise will attenuate to be indistinguishable from the background noise level (less than 20 decibels) within 2 miles or less from the eastern side of the site boundary where the solar arrays are located, and within 0.5 mile or less from the western end of the site boundary where the 230-kilovolt transmission line connects with the Bonneville Power Administration Maupin Interconnection Substation (Maupin Substation; Exhibit X, Figure X-1). All of the important recreational sites are located more than 2 miles from the proposed site boundary, where noise from the Facility, either from the Facility components or transmission line, will be indistinguishable from the background noise level. Therefore, no significant noise impacts are expected from construction or operation.

4.3 Traffic

(iii) Increased traffic resulting from facility construction or operation

In comments on the Facility's Notice of Intent, the City of Maupin noted the town is busy during peak tourist season from mid-June through early September. The Applicant reached out to the City of Maupin for additional information regarding local traffic (see Exhibit U, Attachment U-3). The City confirmed that for much of the year, traffic is not an issue with only approximately 400 people in town. However, during the summer tourist season, they receive over 100,000 visitors and weekend traffic can be particularly heavy. The City identified peak traffic times as 9 to 11 AM and 2

to 4 PM, where traffic is still moving but slower and heavier. According to the City, the intersection of U.S. Highway (US) 197 and Bakeoven Road is a common pinch point (see Exhibit U, Section 3.4.7).

Construction traffic in Maupin could cause intermittent, short-term traffic delays and related congestion from the increase in traffic because of the hairpin turns, bridge pinch point going over the Deschutes River, and numerous accesses. Bakeoven Road will see the largest increase in average daily trips during construction. During construction of the 230-kilovolt transmission line adjacent to Bakeoven Road (last 3 miles into Maupin Substation), short segments of one lane of traffic on Bakeoven Road may need to be temporarily closed over several weeks to a month to accommodate construction crews and equipment. Flag persons may facilitate two-way traffic on one lane by alternately restricting travel directions. This method will not require detours or reroutes. Both US 197 and Bakeoven Road, particularly an approximately 0.5-mile section of US 197 to Bakeoven Road that connects the southern and northern portions of Deschutes River Road (also designated as the Lower Deschutes River Back County Byway), provide access to the Deschutes River Federal Wild and Scenic River/Oregon Scenic Waterway and associated recreational sites. Additionally, both US 197 and the Lower Deschutes River Byway are part of the Sherar's Falls Scenic Bikeway.

The primary type of construction-related vehicles as a result of Facility construction will be workforce traffic or construction pick-up trucks, traveling along US 97 and through the city of Maupin (see Exhibit U, Attachment U-1). Because of their size, they will be indistinguishable from other vehicles using the roadway. Some of the larger construction delivery trucks may be routed around the city of Maupin on US 197. Timing patterns for construction-related traffic and recreational traffic will likely differ substantially. Construction traffic will primarily be dispersed throughout the business work week and primarily during commuter hours, whereas peak recreational traffic will be greatest during the weekend. Therefore, visitors will still be able to use or access all important recreational sites (such as Sherar's Falls Scenic Bikeway) although there is potential for intermittent, short-term traffic delays. It is not anticipated that visitors will experience major delays in accessing or using recreational sites as a result of Facility construction traffic. For these reasons, there will be no important consequence from the intermittent temporary increase in workforce traffic on US 97 through the city of Maupin. Traffic impacts for users of important recreational opportunities will have at most a minor effect on their experience and will not be significant.

Although there will be no significant traffic impacts, given the potential minor temporary impact of construction traffic on visitors to important recreational opportunities, the Applicant has developed a series of traffic impact avoidance and minimization measures. These include measures recommended by the City of Maupin to avoid traffic issues during their peak summer tourist season when the important recreational opportunities are most likely to be heavily used (see also Exhibit U). The measures include:

- Maintaining at least one travel lane at all times will be required so that roadways will not be closed to traffic due to construction vehicles entering or exiting public roads.

- Avoiding peak traffic times identified through consultation with Wasco County and the City of Maupin by adjusting scheduling of workforce shifts or other methods, such as requiring construction workers to check for congestion prior to leaving for the Facility to consider an alternate route. The City of Maupin indicated that traffic issues during peak tourist season, mid-June through early September, are likely avoidable if most construction traffic passed through Maupin before 9 AM and after 4 PM (see Exhibit U, Attachment U-4).
- Conducting awareness training for all construction workforce drivers, including appropriate techniques for sharing roads with recreation users (especially cyclists and during peak tourist season mid-June through early September) and proper navigation of tight curves in and near Maupin.

Facility operations will not generate amounts of traffic that could adversely impact important recreation opportunities. Operation of the Facility is expected to employ 5 to 10 individuals (see Exhibit U). Therefore, there will be no significant impacts to important recreation opportunities due to operations traffic.

4.4 Visual

(iv) Visual impacts of facility structures or plumes.

The potential for adverse visual impacts on important recreational opportunities is based primarily on the expected visibility of the constructed features of the Facility. The Facility will not generate emissions plumes; therefore, no visual impacts from plumes are expected. Likewise, solar modules are treated with antiglare coating that nearly eliminates the reflection of sunlight off the module face; therefore, glare is not considered a potential impact on distant protected areas (see Exhibit R for additional glare discussion).

The Applicant conducted a zone of visual influence (ZVI) analysis (also known as visibility or viewshed analysis) to determine if the Facility could be seen from important recreational opportunities within the analysis area. Separate ZVI analyses were performed for the solar arrays and transmission line to distinguish what project features could be visible from important recreational opportunities (see Figure T-2). The ZVI analysis methodology and overall visual impact assessment approach were the same for important recreational opportunities as for scenic resources; additional details are provided in Exhibit R and not repeated in this exhibit. The Applicant conducted a field review in December 2018 to confirm or modify the results of the ZVI analysis (see Exhibit R). Information from field work in support of Exhibit R, including photos, was applied to the impact discussion for important recreational opportunities where applicable (i.e., the Deschutes River).³

³ As addressed in Exhibit B, in July 2019 the last 2.5 miles of the transmission line were realigned 30 feet to the north. This realignment was made after the ZVI was conducted. This change does not add any new important recreation opportunities to the analysis area or warrant a change to the visual impact methodology. Given the distance from important recreation opportunities to the Facility and the de minimis degree to which the transmission line was realigned from what was originally analyzed, it would not result in

4.4.1 Visual Assessment Results

Based on the ZVI analysis, of the seven important recreation opportunities in the analysis area that have been evaluated, the Facility will not be visible at five of these opportunities due to distance and terrain (White Wild and Scenic River and White River Falls State Park) or their location on the banks of the Deschutes River, in the Deschutes River Canyon (Deschutes River campgrounds, Oak Springs Fish Hatchery, and Maupin City Park). Facility visibility for the remaining two important recreational opportunities is as follows:

- For the **Deschutes River Wild and Scenic River area**, where most of the recreational opportunities are concentrated on or immediately along the river, the ZVI analysis indicates that no parts of the Deschutes River will have potential visibility of the solar arrays, as the canyon terrain will block outward views toward these structures. The transmission line ZVI analysis indicates that there will be very limited, intermittent potential visibility of the transmission line, particularly along approximately 3 miles of the upper edges of the river canyon, from Maupin (river mile 52) upstream to about Wapinitia Creek (river mile 55). Potential views of the transmission line, if any, will be limited to elevated canyon locations where viewers or recreationists are unlikely to be present. Based on the viewing distance and the degree of existing landscape modification present in the analysis area, the Facility transmission line will create—at most—weak, additional contrast within the current visual context, and that contrast will be seen by few or no viewers. Therefore, the Facility will not have a significant, adverse visual impact on recreational opportunities associated with the Deschutes Wild and Scenic River.
- For **Sherar’s Falls Scenic Bikeway**, the northern section of the bikeway and the eastern section of the bikeway along the Deschutes River, which follows the Lower Deschutes River Byway, will not have views of the Facility because of distance and terrain, including areas that are in the Deschutes River Canyon. For the western and southern sections of the bikeway that follow Oregon Highway (OR) 216 and US 197, the viewshed analysis suggests that Facility components could be potentially seen. The viewshed analyses indicate that solar arrays will potentially be in view for portions of this segment to the west edge of Maupin; less than about one-third of the solar array will potentially be visible in this area (see Figure T-2 and Exhibit R). Based on the viewing distance, the low profile of the solar arrays, topography and vegetation, and the existing built environment, it is not anticipated that the solar arrays will be noticed by recreationists using the byway. The proposed transmission line and overhead collector line will also be potentially visible from these sections of the bikeway. Where these lines will likely be visible, they will be seen at distances ranging from about 3 to over 5 miles. In addition, existing transmission lines will be included in the view and will generally be at closer viewing distances. (See Figure C-3 in Exhibit C for a map of existing energy facilities near the Facility site.) Based on the existing visual context and the substantial viewing distances, the contrast introduced by the

an identifiable change in the ZVI results or affect the visual assessment for important recreational opportunities in Section 4.4.1.

transmission facilities will be weak and subordinate to other elements in the view. Therefore, the adverse visual impacts from the Facility on the Sherar’s Falls Scenic Bikeway in the analysis area will not be significant.

4.5 Summary of Impacts

The Facility has been designed to avoid direct and indirect loss to all important recreational opportunities (see Table T-1). All important recreation opportunities will experience virtually no impact from the Facility; they are located where they will not be significantly affected by Facility traffic or construction traffic will result in intermittent temporary increases and be indistinguishable from other roadway use, are too far away for visitors to hear operational noise, and will have no views of the Facility or the Facility will be visibly negligible (see Table T-1).

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

| Recreational Opportunity | Direct or Indirect Loss of Opportunity? | Worst-case Modeled Operational Noise Level (dBA L ₅₀) | Maximum Received Sounds Levels During Construction (dBA) | Potential Traffic Impacts | Potential Visual Impacts |
|--|---|---|--|---------------------------|--|
| White Wild and Scenic River | No | <20; indistinguishable from background | <26; indistinguishable from background | Negligible | Viewshed analysis indicates Facility will not be visible due to distance and terrain; no visual impact. |
| Deschutes River campgrounds (Oasis, Oak Springs, Blue Hole, White River) | No | <20; indistinguishable from background | <26; indistinguishable from background | Negligible | Viewshed analysis indicates Facility will not be visible due to terrain; sites are in river valley; no visual impact. |
| Deschutes Wild and Scenic River | No | <20; indistinguishable from background | <26; indistinguishable from background | Negligible | Viewshed analysis indicates Facility will be visibly negligible due to distance and terrain; no visual impact. |
| Sherar’s Falls Scenic Bikeway | No | <20; indistinguishable from background | <26; indistinguishable from background | Negligible | Viewshed analysis indicates Facility will be visibly negligible due to distance, terrain and existing electrical infrastructure and urban terrain; no visual impact. |

| Recreational Opportunity | Direct or Indirect Loss of Opportunity? | Worst-case Modeled Operational Noise Level (dBA L ₅₀) | Maximum Received Sounds Levels During Construction (dBA) | Potential Traffic Impacts | Potential Visual Impacts |
|--|---|---|--|---------------------------|---|
| Oak Springs Fish Hatchery | No | <20; indistinguishable from background | <26; indistinguishable from background | Negligible | Viewshed analysis indicates Facility will not be visible due to terrain; site is in river valley; no visual impact. |
| White River Falls State Park | No | <20; indistinguishable from background | <26; indistinguishable from background | Negligible | Viewshed analysis indicates Facility will not be visible due to distance and terrain; no visual impact. |
| Maupin City Park | No | <20; indistinguishable from background | <26; indistinguishable from background | Negligible | Viewshed analysis indicates Facility will not be visible due to terrain; site is in river valley; no visual impact. |
| dBA – A-weighted decibels L ₅₀ – noise level exceeded 50 percent of the time | | | | | |

5.0 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 described in Section 4, the Facility will have no significant, direct adverse impact on any important recreational opportunity in the analysis area. Consequently, no mitigation measures are proposed to avoid, reduce, or otherwise mitigate significant adverse impacts. Although there will be no significant traffic impacts, given the potential temporary impact of construction traffic on visitors to important recreational opportunities, the Applicant developed a series of traffic impact avoidance and minimization measures as discussed in Section 4.3 and Exhibit U.

6.0 Monitoring of Impacts

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

Because construction and operation of the Facility will have no significant adverse impacts on important recreational opportunities in the analysis area, and no mitigation specific to recreation is warranted or proposed, no monitoring program for recreation is proposed.

7.0 Conclusion

This exhibit provides the required information pursuant to OAR 345-021-0010(1)(t)(A) through (E) and has demonstrated through the discussion presented in this exhibit that the design, construction, and operation of the Facility will not result in significant adverse impacts to recreational opportunities. Therefore, the Facility complies with OAR 345-022-0100.

8.0 Submittal Requirements and Approval Standards

8.1 Submittal Requirements

Table T-2. Submittal Requirements Matrix

| Requirement | Location |
|--|-------------------------|
| OAR 345-021-0010(1)(t) Information about the impacts the proposed facility would have on important recreational opportunities in the analysis area, providing evidence to support a finding by the Council as required by OAR 345-022-0100, including: | - |
| (A) A description of the recreational opportunities in the analysis area that includes information on the factors listed in OAR 345-022-0100(1) as a basis for identifying important recreational opportunities. | Section 3.0 |
| (B) A description of any significant potential adverse impacts to the important opportunities identified in (A) including, but not limited to: | Section 4.0 |
| (i) Direct or indirect loss of a recreational opportunity as a result of facility construction or operation. | Section 4.1 |
| (ii) Noise resulting from facility construction or operation. | Section 4.2 |
| (iii) Increased traffic resulting from facility construction or operation. | Section 4.3 |
| (iv) Visual impacts of facility structures or plumes. | Section 4.4 |
| (C) A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate the significant adverse impacts identified in (B). | Section 5.0 |
| (D) A map of the analysis area showing the locations of important recreational opportunities identified in (A). | Section 2.0, Figure T-1 |

| Requirement | Location |
|---|-------------|
| (E) The applicant’s proposed monitoring program, if any, for impacts to important recreational opportunities. | Section 5.0 |

8.2 Approval Standards

Table T-3. Approval Standard

| Requirement | Location |
|--|----------------|
| OAR 345-022-0100 Recreation | |
| (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: | Section 4.0 |
| (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. | Attachment T-1 |
| (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. | - |

9.0 References

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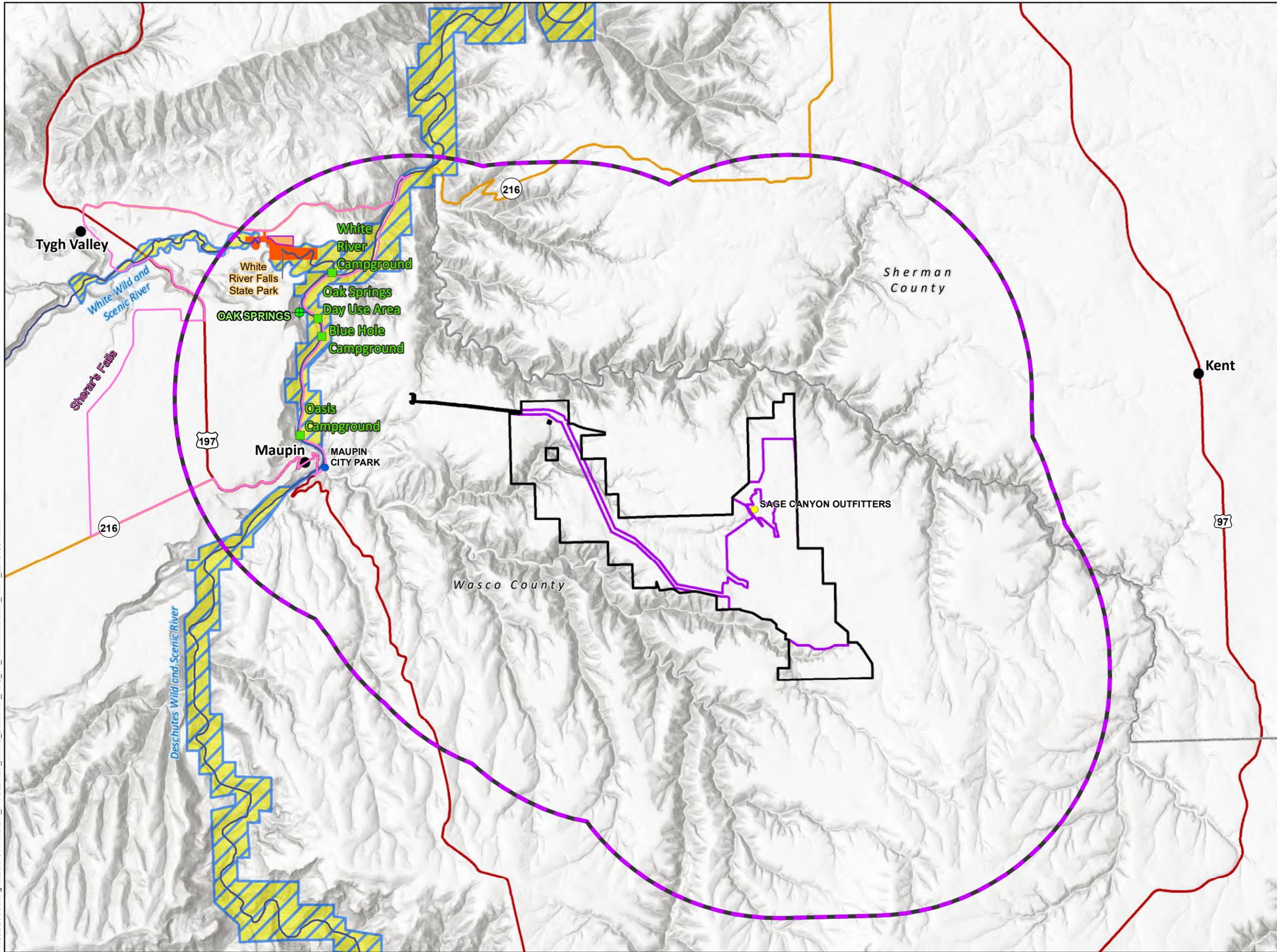
Figures

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Bakeoven Solar Project

**Figure T-1
Recreation Areas within
the Analysis Area**

WASCO COUNTY, OREGON



- Proposed Site Boundary
- Proposed Micrositing Corridor
- Analysis Area (5-mile Buffer)
- Fish Hatchery (ODFW)
- City Park
- Private Hunting
- Deschutes River Campground
- State Natural Area
- Oregon Parks and Recreation Department Site (OPRD)
- Important Scenic Resources**
- Wild and Scenic River
- Scenic Bikeway (OPRD)
- Wild and Scenic River
- Basemap Features**
- City/Town
- US Highway
- State Highway
- County Boundary



Data Sources

Avangrid-Project Infrastructure; Esri-Hillshade
Enterprise-Cities, Counties; Census, Tiger Roads; ORPD-
State Parks & Rec Sites, State Natural Areas; BLM-NLCS
Scenic and Historic Trails, Scenic Byways; USFW-Wild &
Scenic Rivers; AirNav-Airport; NPS-National Monuments;
ORPD-Scenic Bikeways

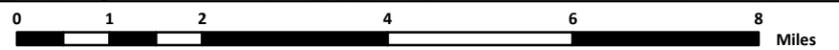
Reference Map



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1:125,000 WGS 1984 UTM Zone 10N

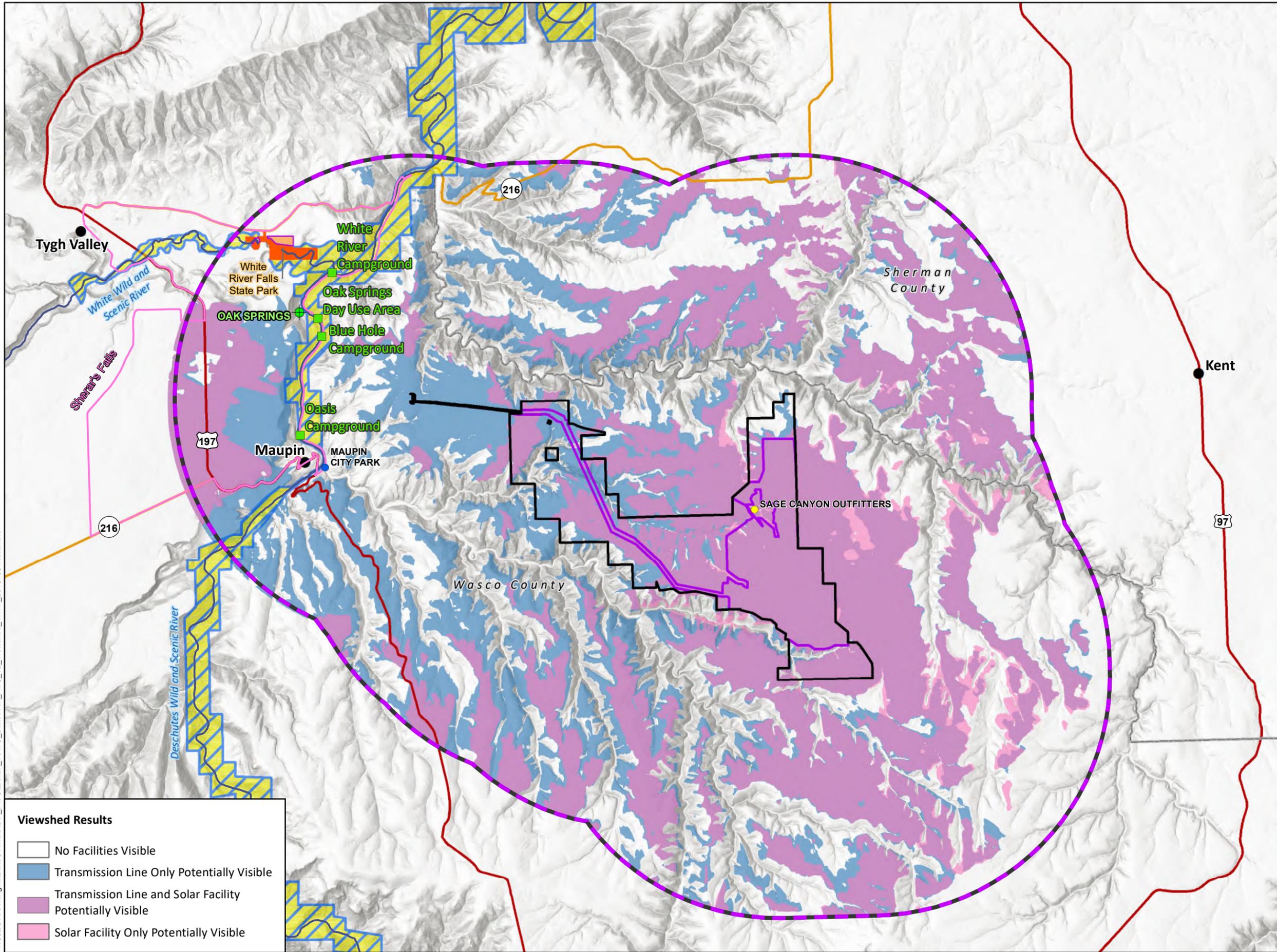


NOT FOR CONSTRUCTION

Bakeoven Solar Project

Figure T-2
Viewshed for Solar Facility
and Transmission Line

WASCO COUNTY, OREGON



- Proposed Site Boundary
- Proposed Micrositing Corridor
- Analysis Area (5-mile Buffer)
- Fish Hatchery (ODFW)
- City Park
- Private Hunting
- Deschutes River Campground
- State Natural Area
- Oregon Parks and Recreation Department Site (OPRD)
- Important Scenic Resources**
- Wild and Scenic River
- Scenic Bikeway (OPRD)
- Wild and Scenic River
- Basemap Features**
- City/Town
- US Highway
- State Highway
- County Boundary



- Viewshed Results**
- No Facilities Visible
 - Transmission Line Only Potentially Visible
 - Transmission Line and Solar Facility Potentially Visible
 - Solar Facility Only Potentially Visible

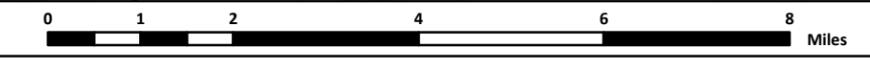
Data Sources
Avangrid-Project Infrastructure; Esri-Hillshade
Enterprise-Cities, Counties; Census, Tiger Roads; ORPD-
State Parks & Rec Sites, State Natural Areas; BLM-NLCS
Scenic and Historic Trails, Scenic Byways; USFW-Wild &
Scenic Rivers; AirNav-Airport; NPS-National Monuments;
ORPD-Scenic Bikeways



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1:125,000 WGS 1984 UTM Zone 10N



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Attachment T-1. Inventory of Recreational Resources in the Analysis Area

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Inventory of Recreational Opportunities in the Analysis Area

| Recreational Opportunity | Responsible Entity | Distance from Site Boundary (miles) | Description | Importance Factors | | | | | Important Recreation Resource? |
|---|--------------------|-------------------------------------|--|--|---|---|--|--|--------------------------------|
| | | | | Special Designation | Demand | Outstanding or Unusual Qualities | Rareness | Replaceability | |
| Federal | | | | | | | | | |
| White Wild and Scenic River | BLM | 3.1 | The White Wild and Scenic River flows approximately 50 miles through two wilderness areas before converging with the Deschutes Wild and Scenic River 5 miles north of Maupin, Oregon. The White River offers outstanding opportunities for a wide variety of recreational activities including photography, camping, rugged hiking and nature and wildlife observation. The White River canyon provides solitude and hiking opportunities that attract visitors within and outside the region. | Federal Wild and Scenic River | Low/Moderate | Opportunity for outdoor activities along a Wild and Scenic River with a higher degree of solitude than other nearby Wild and Scenic Rivers (e.g., Deschutes River). | Recreational opportunities are relatively common in the region but may not offer the same degree of solitude. | Irreplaceable | Yes |
| Deschutes River campgrounds (Oak Springs, Blue Hole, White River) | BLM | 2.2 | Deschutes River campgrounds are series of small campgrounds (typically 5-12 campsites each) north of Maupin that provide facilities such as picnic tables, vault toilets and campfire rings. Sites receive some day use and are important overnight stops for multi-day raft trips. | N/A | High (primarily in summer) | Setting and access to recreational opportunities on the Deschutes River. | Although there are several camping sites, the sites are smaller sites with river access distributed along the Lower Deschutes River in the analysis area. | Replaceable | Yes |
| Deschutes Wild and Scenic River | BLM | 2.05 | The Deschutes River within the analysis area is designated as a federal Wild and Scenic River, classified as a recreational river area, and a State Scenic Waterway. Primary recreational uses include non-motorized boating, fishing and camping. The Lower Deschutes River Back Country Byway which is on the east bank of the river provides access to the river and recreational spots. | Federal Wild and Scenic River (Recreational) | High | River rafting, kayaking, and fishing are exceedingly popular on the Deschutes River. | There are many attractive features of the river that has made it such a popular destination such as for rafting, reliable summer water flows and numerous fun and exciting rapids. | Irreplaceable | Yes |
| State | | | | | | | | | |
| Sherar's Falls Scenic Bikeway | OPRD | 2.01 | A 33-mile topographically diverse route that goes through the city of Maupin, along the Deschutes River and by tribal fishing sites, follows a section of White River, passes White River Falls State Park, and has sections in prairie and farmland. | Scenic Bikeway | Low/Moderate (technically challenging route with elevation gain and hairpin turns may limit the number of users). | Varying topography and access to cultural sites. | Oregon's Scenic Bikeway program is the first of its kind in the county. | Irreplaceable due to the specificity of the route relative to landscape and cultural features. | Yes |

Inventory of Recreational Opportunities in the Analysis Area

| Recreational Opportunity | Responsible Entity | Distance from Site Boundary (miles) | Description | Importance Factors | | | | | Important Recreation Resource? |
|--------------------------------------|--------------------|-------------------------------------|--|--|---------------------------|--|---|----------------|--------------------------------|
| | | | | Special Designation | Demand | Outstanding or Unusual Qualities | Rareness | Replaceability | |
| Oak Springs Fish Hatchery | ODFW | 2.90 | The fish hatchery facility includes a picnic area, fountain, and show pond. In addition, there is good birdwatching during spring and summer with an amazing variety of finches, grosbeaks, orioles, kingbirds, wrens and woodpeckers. | N/A | Low | Provides passive recreational opportunities along Deschutes River for less active individuals and fish-related educational opportunities, especially for children. | The facility is currently used for egg production, incubation and rearing of rainbow trout, incubation and rearing of summer and winter steelhead to support Deschutes River fish stocks. There is no other fish hatchery in the Analysis Area. | Replaceable | Yes |
| White River Falls State Park | OPRD | 4.02 | The park is a popular picnicking, hiking and fishing retreat for visitors to the Deschutes River corridor. The White River plunges 90 feet over a basalt shelf and the park provides viewpoints of the White River falls. There are also desert flowers in the Spring. | The park overlaps areas of a state natural area (Tygh Valley State Natural Area) | Moderate | The Park provides views of the Falls and a .25 mile trail down deep the canyon to the historic hydroelectric power plant at the base of the falls. | Hiking opportunities are common in the region but may not offer the same degree of interesting features. | Irreplaceable | Yes |
| Local Jurisdiction or Private | | | | | | | | | |
| Maupin City Park | City of Maupin | 2.44 | The park is located directly on the eastern bank of the Deschutes River and has 25 recreational vehicle (RV) sites, 22 tent sites, and 3 group sites. On-site amenities include restrooms with showers, full hook-ups for RV sites, an on-site park supervisor, free wi-fi internet and a community building available to rent with a kitchen. | N/A | High (in summer and fall) | Developed park with camping and river access facilities, also with facilities and services available in an urbanized community. | Recreation site with the highest level of development and largest capacity of camping sites on this part of the Deschutes. Predominant put-in point for lower river trips. | Irreplaceable | Yes |
| Oasis Campground | Private | 2.13 | The campground is close to the river and offers 27 grassy tent and RV spaces. Large group sites are available and there is potable water is available. The site also a restaurant and small cabins. | None | High (in summer and fall) | Developed camping opportunities close to the predominant boating access point on the lower Deschutes. | Recreational camping opportunities are relatively common in the region and the site is across the street from the river. | Replaceable | No |
| Sage Canyon Outfitters | Private | 0.23 | Upland bird hunting on private land with varying terrain. The site offers both guided and non-guided hunting trips and lodging. | None | Low | A guide that knows the site is available. | Hunting opportunities exist in region on public land where you don't have to pay. | Replaceable | No |