

Exhibit R

Scenic and Aesthetic Values

**Carty Generating Station
October 2026**

Prepared for



Portland General Electric Company

Prepared by



TETRA TECH

This page intentionally left blank

Table of Contents

1.0	Introduction.....	1
2.0	Analysis Area.....	1
3.0	Identification of Significant or Important Scenic Resources – OAR 345-021-0010(1)(r)(A)(B).....	2
3.1	Counties.....	5
3.1.1	Gilliam County.....	5
3.1.2	Morrow County.....	5
3.2	Municipalities.....	5
3.2.1	City of Boardman.....	5
3.3	State.....	5
3.3.1	Oregon Department of Transportation.....	5
3.3.2	Oregon Department of Fish and Wildlife.....	6
3.4	Federal Lands.....	6
3.4.1	Bureau of Land Management.....	6
3.4.2	National Park Service.....	6
3.4.3	U.S. Fish and Wildlife Service.....	7
4.0	Methods – OAR 345-021-0010(1)(r)(C).....	7
5.0	Impact Assessment – OAR 345-021-0010(1)(r)(D)(E).....	9
5.1	Loss of Vegetation.....	10
5.2	Facility Structures.....	10
5.3	Plumes and Air Emissions.....	11
5.4	Conclusion.....	11
6.0	Avoidance and Mitigation – OAR 345-021-0010(1)(r)(F).....	11
7.0	Monitoring – OAR 345-021-0010(1)(r)(F).....	12
8.0	References.....	12

List of Tables

Table R-1. Important Scenic Resources Inventory.....	3
--	---

List of Figures

Figure R-1. Scenic Resources

Figure R-2. Zone of Visual Influence for Solar Areas

Figure R-3. Zone of Visual Influence for Aboveground 34.5-kV Collector Line

List of Attachments

Attachment R-1. Land Use Management Plan Excerpts

Acronyms and Abbreviations

AC	alternating current
ASC	Application for Site Certificate
BCP	Boardman Coal Plant
BESS	battery energy storage system
BLM	Bureau of Land Management
CCP	Comprehensive Conservation Plan
Certificate Holder / PGE	Portland General Electric Company
CGS / Facility	Carty Generating Station
Council	Oregon Energy Facility Siting Council
kV	kilovolt
MW	megawatt
NPS	National Park Service
OAR	Oregon Administrative Rules
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
ODOT	Oregon Department of Transportation
ONHT	Oregon National Historic Trail
RFA	Request for Amendment
TNC	The Nature Conservancy
USFWS	U.S. Fish and Wildlife Service
ZVI	zone of visual influence

This page intentionally left blank

1.0 Introduction

The Portland General Electric Company (PGE or Certificate Holder) is submitting a Request for Amendment (RFA) 4 to the Site Certificate for the Carty Generating Station (CGS or Facility). The Facility is located approximately 13 miles southwest of Boardman, in Morrow County, Oregon. As currently approved, the Facility is capable of generating up to 450 megawatts (MW) from the natural gas-fueled combined-cycle unit (Unit 1).

In RFA 4, the Certificate Holder is proposing photovoltaic solar energy generation with approximately 200 MW alternating current (AC) of nominal and average generating capacity and BESS with the capability of storing up to 200 MW AC. The overall CGS additions proposed with RFA 4 (including the BESS) are referred to throughout this request as the Carty Solar Farm with proposed RFA 4 changes. The solar generation is proposed in two separate solar areas referred to as the Northern Solar Area, located north of the Carty Reservoir, and the Southern Solar Area, located south of the reservoir [see Figure 2 in RFA 4's Division 27 document (Request for Amendment 4 for the Carty Generating Station)].

Exhibit R provides the information required by Oregon Administrative Rules (OAR) 345-021-0010(1)(r)(A)(B) in support of RFA 4. Analysis in this exhibit incorporates and/or relies on reference information, analysis, and findings found in the Application for Site Certificate (ASC), previous RFAs, and Oregon Department of Energy (ODOE) Final Orders to demonstrate that the Facility, as modified by RFA 4, continues to comply with applicable Site Certificate Conditions and the approval standard in OAR 345-022-0080.

The Oregon Energy Facility Siting Council (Council) previously found in the Final Order on RFA 1 that the Carty Solar Farm would comply with the Council's Scenic Resources standard.¹ The Council reaffirmed that the Carty Solar Farm would comply with the Council's Scenic Resources standard in the Final Order on RFA 3.²

2.0 Analysis Area

In accordance with OAR 345-001-0010(35)(b), the analysis area for scenic resources is the area within and extending 10 miles from the Amended Site Boundary (Figure R-1). The Amended Site Boundary is defined in detail in Section 4.1.1.2 of the RFA 4's Division 27 document (Request for Amendment 4 for the Carty Generating Station). The Amended Site Boundary used for analysis in RFA 4 is almost identical to the Approved Site Boundary. The proposed modifications to the Approved Site Boundary as described in Section 4.1 of the RFA 4's Division 27 document (Request

¹ Final Order on Request for Amendment 1, p. 106 (December 2018).

² Final Order on Request for Amendment 3, p. 59 (July 2022).

for Amendment 4 for the Carty Generating Station) do not result in an expansion of the Approved Site Boundary's outer limits, and in fact retract the site boundary in the northeast corner.

3.0 Identification of Significant or Important Scenic Resources – OAR 345-021-0010(1)(r)(A)(B)

OAR 345-021-0010(1)(r) An analysis of potential visual impacts of the proposed facility, if any, on significant or important scenic resources within the analysis area, providing evidence to support a finding by the Council under OAR 345-022-0080, including:

OAR 345-021-0010(1)(r)(A) An inventory of the scenic resources identified as significant or important in a land use management plan adopted by one or more local, tribal, state, or federal government or agency applicable to lands within the analysis area for scenic resources. The applicant must provide a list of the land management plans reviewed in developing the inventory and a copy of the relevant portion of the plans;

OAR 345-021-0010(1)(r)(B) A map or maps showing the location of the scenic resources described under paragraph (A). in relation to the site of the proposed facility;

This section inventories scenic resources identified as significant or important in local, state, Tribal, regional, and federal land use management plans within the analysis area, as required to demonstrate compliance with the approval standard in OAR 345-022-0080. The 10-mile analysis area includes parts of two Oregon counties (Morrow and Gilliam), one Oregon municipality (Boardman), state land administered by the Oregon Department of Fish and Wildlife (ODFW), highway right-of-way administered by the Oregon Department of Transportation (ODOT), the Oregon National Historic Trail (ONHT) managed by the National Park Service (NPS), and federal land administered by the Bureau of Land Management (BLM) and U.S. Fish and Wildlife Service (USFWS).

Table R-1 provides an inventory of the scenic resources identified by land management plans within the analysis area and indicates the proximity and viewing direction of each scenic resource relative to the Amended Site Boundary. Figure R-1 shows the scenic resources.

The Certificate Holder did not identify new land use management plans that were not previously evaluated for the Facility. The Certificate Holder evaluated eight land use management plans listed in Table R-1 to determine whether scenic resources were identified as significant or important. See Attachment R-1 for excerpts of the relevant plans that were reviewed for scenic resources.

Table R-1. Important Scenic Resources Inventory

Jurisdiction	Plan	Scenic Resources Specified in Plan	Important or Significant Scenic Resources Identified in Analysis Area	Name of Scenic Resource(s) in Analysis Area	Scenic Resource Description	Distance from Amended Site Boundary (miles)	Direction from Amended Site Boundary
Counties							
Gilliam County	Gilliam County Comprehensive Plan (Gilliam County 2022), updated from 2017	Portions of the John Day River classified as Scenic or Natural River areas	None identified in analysis area	N/A	N/A	N/A	N/A
Morrow County	Morrow County Comprehensive Plan (Morrow County 2019), updated from 2013	None identified	N/A	N/A	N/A	N/A	N/A
Incorporated Cities and Towns							
City of Boardman	City of Boardman Comprehensive Plan (City of Boardman 2003), not updated since submission of RFA 3	None identified	N/A	N/A	N/A	N/A	N/A
State							
Oregon Department of Transportation (ODOT)	Oregon Highway Plan (ODOT 2023), updated from 2015	Six National Scenic Byways, nine Oregon State Scenic Byways, and ten Oregon Tour Routes	A small portion of Blue Mountain Scenic Byway traverses the western side of the analysis area	Blue Mountain Scenic Byway	Passes Oregon National Historic Trail and winds through rolling fields and hillsides	5.0	West
Oregon Department of Fish and Wildlife (ODFW)	Columbia Basin Wildlife Area Management Plan (ODFW 2021), updated from 2008	None identified, scenic resources not addressed in plan	N/A	N/A	N/A	N/A	N/A
Federal							
Bureau of Land Management (BLM)	John Day Basin Resource Record of Decision and Resource Management Plan (BLM 2015), not updated since submission of RFA 3	Segments of the John Day River as Scenic River.	N/A	N/A	N/A	N/A	N/A
National Park Service (NPS)	Oregon Trail Comprehensive Management and Use Plan (NPS 1999), not updated since submission of RFA 3	The Oregon National Historic Trail was one of the main overland migration routes on the North American continent, leading from locations on the Missouri River to the Oregon Country. A “high-potential” historic trail segment has been identified, extending from the eastern boundary of the Boardman Bombing Range westward to Immigrant Road. The Well Springs Interpretive Site is associated with this segment of the trail as a “high-potential” historic site. Additionally, the Fourmile Canyon Interpretive Site (also a high-potential historic site) is located southwest, within the analysis area. None of the above are specifically identified as scenic resources. ¹	Oregon National Historic Trail traverses the southcentral portion of the analysis area. Not specifically identified as a scenic resource. ¹	N/A	N/A	2.1	South

Jurisdiction	Plan	Scenic Resources Specified in Plan	Important or Significant Scenic Resources Identified in Analysis Area	Name of Scenic Resource(s) in Analysis Area	Scenic Resource Description	Distance from Amended Site Boundary (miles)	Direction from Amended Site Boundary
U.S. Fish and Wildlife Service (USFWS)	Umatilla National Wildlife Refuge Comprehensive Conservation Plan (USFWS 2008), not updated since submission of RFA 3	None identified, scenic resources not addressed in plan	N/A	N/A	N/A	N/A	N/A
1. Note that the ONHT and associated high-potential sites and segments were deemed by ODOE to not qualify as scenic resources for the recently reviewed Leaning Juniper II B Wind Power Facility (Final Order on Request for Site Certificate Amendment 3 for Leaning Juniper IIB Wind Power Facility, July 2025), therefore, it is proposed that the previously identified ONHT and associated high-potential sites and segments no longer be considered scenic resources for the purposes of this and future Facility amendments (as applicable).							

3.1 Counties

3.1.1 Gilliam County

Amendments to the Gilliam County Comprehensive Plan (Gilliam County 2022) and/or the Gilliam County Zoning and Land Development Ordinance are made in accordance with periodic review requirements set forth by ORS 197.640. Amendments to the Gilliam County Comprehensive Plan since the Final Order on RFA 3 can be found on the Gilliam County website.³

The only specific scenic resources identified in the most current version of the Gilliam County Comprehensive Plan are portions of the John Day River, none of which are within the Facility analysis area.

3.1.2 Morrow County

The Morrow County Comprehensive Plan (Morrow County 2019) was reviewed for designated resources or sites. In the Natural Resources Element, under the heading “Scenic Views; Sites” is the statement, “Addressed in plan (p. 69) but none identified.” No information on scenic views or sites is found in the indicated location. In the Goal 5 Resources section of the plan is the statement, “Morrow County contains a variety of landscapes, many of which may be considered to be scenic. The County has not, however, designated any sites or areas as being particularly high in scenic-resources value.” Therefore, the Morrow County Comprehensive Plan does not identify any scenic resource of value for inclusion in this exhibit.

3.2 Municipalities

3.2.1 City of Boardman

The Boardman Comprehensive Plan (City of Boardman 2003) has not changed or been amended since it was evaluated in the Final Order on RFA 3. This plan does not identify specific scenic resources as significant or important.

3.3 State

3.3.1 Oregon Department of Transportation

The 1999 Oregon Highway Plan (ODOT 2023) includes amendments through January 2023. The January 2023 amendment involved updating Goal 6 of the plan in its entirety. This amendment to Goal 6 (Tolling and Congestion Pricing Policy Amendment) addresses the implementation of road pricing on the Oregon interstate system. No new scenic resources are identified in the 2023 plan

³ Gilliam County 2023

https://www.co.gilliam.or.us/government/planning_department/public_hearing_documents/index.php

amendment. As summarized in Table R-1, the 1999 Oregon Highway Plan identifies six National Scenic Byways, nine Oregon State Scenic Byways, and 10 Oregon Tour Routes. A small portion of Blue Mountain Scenic Byway traverses the western side of the analysis area. This 145-mile route stretches from the Willow Creek intersection of Interstate 84 and State Highway 74 through Ione, Lexington and Heppner. From Heppner the byway travels south along Willow Creek Road until it exits Morrow County into Umatilla County in the Umatilla National Forest. The byway passes through ranching communities up into the forests and wilderness areas of the Blue Mountains.

A specified action of the 1999 Oregon Highway Plan is to develop management priorities for scenic byways in management plans and corridor plans. Based on the information provided through the Oregon Highway Plan, the Applicant concludes that ODOT identifies the Blue Mountain Scenic Byway as a significant or important scenic resource for inclusion in this Exhibit.

3.3.2 Oregon Department of Fish and Wildlife

The Columbia Basin Wildlife Area Management Plan (ODFW 2021) was updated in 2021. The management plan guides the management of Columbia Basin Wildlife Areas, focused on maintaining and enhancing key habitats and providing significant wildlife-oriented public use. The nearest Columbia Basin Wildlife Area is the Willow Creek Wildlife Area, located at the outer edge of the analysis area. The goals, objectives, and strategies (implementation actions) described in the 2021 plan are focused on maintaining and enhancing key habitats and providing significant wildlife-oriented public use, and do not identify specific scenic resources as significant or important.

3.4 Federal Lands

3.4.1 Bureau of Land Management

The John Day Basin Resource Management Plan (BLM 2015) provides management for approximately 456,600 acres of BLM-administered public land dispersed throughout eight counties in central and eastern Oregon. The management plan identifies segments of the John Day River as a Wild and Scenic River. However, the John Day Basin Resource Management Plan Area is located outside of the analysis area. This plan has not changed or been amended since it was evaluated in the Final Order on RFA 3.

3.4.2 National Park Service

The focus of the Oregon Trail Comprehensive Management and Use Plan (NPS 1999) is to identify, preserve, and interpret the sites, route, and history of the ONHT for all people to experience and understand. The Oregon Trail Comprehensive Management and Use Plan identifies a 12-mile

Boardman segment of the ONHT in Morrow County as a high-potential historic segment.⁴ This trail segment extends from the eastern edge of the Boardman Bombing Range (Figure R-1) in a southwest direction to Immigrant Road and then parallels the road to the western edge of the bombing range and continues to the west. The Oregon Trail Comprehensive Management and Use Plan also identifies the Boardman segment as inclusive of the Oregon Trail Well Springs Interpretive Site, which is a high-potential historic site.⁵ Additionally, the Fourmile Canyon Interpretive Site, also a high-potential historic site, is located within the analysis area but not within the Boardman high-potential historic segment of the ONHT.

The ONHT is managed to maintain historic value (i.e., view of visible trail remnants and ruts, along with the immediate surroundings), rather than scenic qualities; there is no management direction for preservation of views or scenic quality related to the lands on which this segment and historic sites of the ONHT are located (NPS 1999). This plan has not changed or been amended since it was evaluated in the Final Order on RFA 3.

3.4.3 U.S. Fish and Wildlife Service

The Umatilla National Wildlife Refuge Comprehensive Conservation Plan (CCP; USFWS 2008) for the Umatilla National Wildlife Refuge sets forth management guidance for improving the refuge's shrub-steppe, riparian, wetland, and cliff-talus habitats, for the long-term conservation of native plants and animals and migratory birds. The plan does not identify any specific scenic resources. The Umatilla National Wildlife Refuge is located approximately 8.8 miles north of the Amended Site Boundary. This plan has not changed or been amended since it was evaluated in the Final Order on RFA 3, and it does not identify specific scenic resources as significant or important.

4.0 Methods – OAR 345-021-0010(1)(r)(C)

Existing Visual Character within the Analysis Area

Since the Final Order on RFA 1 was issued, there has been one change in conditions within the Facility: the demolition of the Boardman Coal Plant (BCP). Commercial operation of the coal plant ceased in October 2020 and demolition was completed at the end of 2023. The Northern Solar Area, battery energy storage system (BESS), and collector substation are all proposed in former BCP areas. Other Facility conditions have not changed. The Facility includes numerous existing aboveground transmission lines including the existing 500-kilovolt (kV) transmission line and

⁴ Note that the ONHT and associated high-potential sites and segments were deemed by ODOE to not qualify as scenic resources for the recently reviewed Leaning Juniper II B Wind Power Facility (Final Order on Request for Site Certificate Amendment 3 for Leaning Juniper IIB Wind Power Facility, July 2025), therefore, it is proposed that the previously identified ONHT and associated high-potential sites and segments no longer be considered scenic resources for the purposes of this and future Facility amendments (as applicable).

⁵ Note that the Oregon Trail Wells Spring Interpretive Site and Fourmile Canyon Interpretive Site are part of the ONHT, and thus they are analyzed together. The interpretive sites were not considered in previous amendments of the Facility but are included for the purposes of this updated analysis.

dead-end structure where the proposed collector substation will connect. Other existing transmission lines that support the Facility include the 500-kV Grassland to Slatt transmission line (approximately 17 miles long) and 230-kV BCP to Dalreed transmission line (approximately 16 miles long). In addition, the CGS Unit 1 was constructed and placed into service in 2016. Unit 1 is located directly adjacent to the Northern Solar Area, BESS, and proposed collector substation. Adjacent lands outside the Facility continue under habitat conservation to the north, east, and south, and farm use to the west. The Boardman Bombing Range is also located further north and east.

OAR 345-021-0010(1)(r)(C) A description of the methodology the applicant used to identify and assess potential visual impacts to the scenic resources identified in paragraph (A);

The potential for visual impacts from the Facility as amended by RFA 4 are primarily related to the components that will be the most prominent in terms of size and scale. The two most prominent components in terms of height off the ground and overall surface area include the Northern and Southern solar areas, and the 2-mile segment of aboveground 34.5-kV collector line proposed along the eastern and northern shores of the Carty Reservoir. Thus, these two components were the main focus of the visual impact assessment.

A zone of visual influence (ZVI) analysis, also known as a viewshed analysis, was performed using Esri geographic information system software and a bare-earth 30-meter digital elevation model to identify those areas from which the Northern and Southern solar areas and the 2-mile segment of aboveground 34.5-kilovolt (kV) collector line might be visible (Figures R-2 and R-3). The ZVI analysis assumed a maximum height of 12 feet for the solar modules and a maximum height of 70 feet for the aboveground collector line. All other components proposed with RFA 4 were deemed less visually impactful (due to height, being dispersed throughout the Amended Site Boundary, or adjacent to taller infrastructure, etc.) and addressed by the assessment of the solar areas and aboveground collector line. A typical viewing height of 1.8 meters (6 feet) was assumed. Visibility of the two components was defined by visible or not visible, indicated by color coding (see Figures R-2 and R-3), and by proximity, i.e., foreground (less than 0.5 mile), middleground (0.5 to 5 miles), or background distances (more than 5 miles).

It should be noted that this bare-earth modeling approach (based only on the effects of terrain on visibility) results in a highly conservative assessment of potential visibility for several reasons. First, a bare-earth analysis does not take into account the effects of vegetation or buildings, which will in practice block or screen views in some places. Finally, the model does not account for distance, lighting, weather, and atmospheric attenuation factors that diminish visibility under actual field conditions.

The solar modules will be the most visible components within the solar areas and will consist of solar module strings, the vast majority of which will be mounted on single-axis tracker systems. The visibility of the solar modules within the solar areas will depend primarily on topographic or other view obstructions and the distance from the viewer to the solar areas. With a maximum height of 12 feet to the top edge of the solar module when fully tilted, the modules will not be visible from sites lower in elevation than the area on which the solar modules are constructed. From sites that are

similar in elevation to the solar modules, viewers will see only a line on the horizon and not individual solar panels. Depending on the viewing distance, viewers at sites higher in elevation may have views of the modules, especially if the view direction is toward the angle at which the module is tilted toward the sun. To the extent practicable, reflectivity of solar modules will be minimized. Antireflective coating will be used to reduce glare, and the surface of the modules will have high transmittance to increase the amount of light reaching the photovoltaic cells. With these methods, the modules will be less reflective than a natural water body or a coated glass surface that is not antireflective.

5.0 Impact Assessment – OAR 345-021-0010(1)(r)(D)(E)

OAR 345-021-0010(1)(r)(D) Identification of potential visual impacts to the scenic resources identified in paragraph (A), including, but not limited to:

- (i) Loss of vegetation or alteration of the landscape as a result of construction or operation;*
- (ii) Visual impacts of facility structures or plumes, including but not limited to, changes in landscape character or quality; and*
- (iii) Loss of visibility due to air emissions or other pollution resulting from the construction or operation of the proposed facility;*

OAR 345-021-0010(1)(r)(E) An assessment of the significance of the visual impacts described under paragraph (D);

The analysis area for RFA 4 incorporates the same jurisdictions and land management plans identified and evaluated previously for the Facility. Only four of the previously evaluated land use management plans have been amended or changed since the Certificate Holder's submission of RFA 3; however, none of these plans included identification of new scenic resources. Accordingly, no new resources are identified or discussed as a result of RFA 4.

The Blue Mountain Scenic Byway lies about 5 miles west of the Amended Site Boundary at its closest point. Based on the results of the ZVI analysis, the amended Facility would not be visible from the Blue Mountain Scenic Byway (see Figures R-2 and R-3).

As noted above, "high-potential segments" of the ONHT are those that may have "greater than average scenic values." However, the Boardman segment of the ONHT and the associated Well Springs Interpretive Site, as well as the Fourmile Canyon Interpretive Site, do not have a specific management plan for scenic resources or values. Nonetheless, the Certificate Holder provided an assessment of potential visual impacts to these resources for the changes proposed with RFA 4. Since neither of these resources are addressed by new management plans and the existing plans have not been altered in their analysis of these resources, the Certificate Holder takes the same position that neither are protected under the Scenic Resources standard. However, an updated analysis for RFA 4 is still provided below for them collectively.

5.1 Loss of Vegetation

The changes proposed to the Facility with RFA 4 will result in temporary and permanent vegetation loss. Temporary vegetation loss will be restored through the Certificate Holder's implementation of a final Vegetation and Soil Management Plan (VSMP), to be reviewed and approved by ODOE prior to construction, in accordance with Site Certificate Condition 5.5. The operation of the amended Facility will result in permanent vegetation loss from the footprint of the proposed components. Of the resources identified, the Boardman segment of the ONHT is the closest to the Amended Site Boundary, at 2.1 miles. Based on this distance, visibility of temporary and permanent vegetation loss is not expected. There are no changes in fact or law since the Final Order on RFA 3 that would change those findings.

5.2 Facility Structures

The 12-mile Boardman segment of the ONHT extends from the eastern edge of the Boardman Bombing Range (Figure R-1) in a southwest direction to Immigrant Road and then parallels the road to the western edge of the bombing range and continues to the west. Approximately 7 miles of this segment are within the Boardman Bombing Range and inaccessible to the public except for a small area surrounding the Oregon Trail Well Springs Interpretive Site. The remainder of the high-potential historic segment is on private lands to the west of the Bombing Range (most of which is managed by The Nature Conservancy [TNC] as part of the Boardman Conservation Area and Boardman Research Natural Area) and is also not open to the public (Kelly Wallis, TNC, pers. comm., July 18, 2022; see Exhibit L and Attachment L-1). The Fourmile Canyon Interpretive Site is located on public (BLM) and private land over twelve miles southwest of the Amended Site Boundary, and is thus mostly accessible to the public.

RFA 4 does not propose to alter the southern portion of the Approved Site Boundary, nearest the ONHT, Well Springs Interpretive Site, and Fourmile Canyon Interpretive Site. The proposed changes to the Amended Site Boundary occur in the northeast corner of the Facility. The ONHT lies at a middleground distance of approximately 2.1 miles from the nearest segment of the Amended Site Boundary. The nearest solar modules in the Southern Solar Area and the nearest point of the aboveground collector line are at middleground distances of at least 2.1 and 3.1 miles, respectively. Where visible, the nearest solar area will introduce dark gray color, geometric shapes, and horizontal lines into the landscape setting; however, at this viewing distance, the shapes and lines and any contrast to the existing landscape would be difficult to distinguish. Based on the results of the ZVI analysis, potential visibility of the solar areas and aboveground collector line would be intermittent from the ONHT.

The overall visual impact from the solar areas and aboveground collector line on the ONHT would be negligible. The ZVI analysis demonstrates only intermittent visibility along the high-potential ONHT segment and no visibility from the Well Springs Interpretive Site or Fourmile Canyon Interpretive Site. In addition, access to the trail where it is south of the Facility is extremely limited and the existing viewshed contains wind turbines, numerous aboveground transmission lines, and other industrial infrastructure. The high-potential ONHT segment within the Boardman Bombing

Range is not accessible to the public. Potential visibility occurs intermittently along ONHT segments west of the Bombing Range, located on private lands, which are also not accessible to the general public.

The ONHT is managed to maintain historic value (i.e., view of visible trail remnants and ruts, along with the immediate surroundings), rather than scenic qualities; as noted in Section 3.4.2, there is no management direction for preservation of views or scenic quality related to the lands on which the 12-mile Boardman segment (inclusive of the Well Springs Interpretive Site) and the Fourmile Canyon Interpretive Site of the ONHT in Morrow County are located (NPS 1999). Although the relatively undeveloped viewshed is said to provide an experience that enables visitors to relate to the emigrants, the viewshed is no longer in the nearly pristine condition that it was during the emigrants' time. Existing roads are visible, much of the landscape is farmed and fenced, little of the tallgrass native prairie remains, and existing wind turbines and transmission lines from other projects are visible to the northwest, west, southwest, and southeast.

5.3 Plumes and Air Emissions

As a renewable energy resource, the changes proposed with RFA 4 will not generate any significant plumes or air emissions with the potential to result in significant visual impacts. Potential visual impacts due to dust created during construction will be largely prevented by following best management practices for erosion and sediment control as described in Exhibit I.

5.4 Conclusion

The Council also previously imposed Site Certificate Condition 5.5, as well as Conditions 6.12 through 6.14 which include measures to reduce potential visual impacts from construction equipment, to paint facility buildings and structures with low-reflectivity neutral colors to blend with the surrounding landscape, and to limit nighttime lighting. RFA 4 does not change the ability of the Certificate Holder to comply with the existing Site Certificate conditions imposed to reduce potential visual impacts.

Therefore, the Council may conclude that the Facility, as amended by RFA 4, will continue to comply with OAR 345-022-0080.

6.0 Avoidance and Mitigation – OAR 345-021-0010(1)(r)(F)

OAR 345-021-0010(1)(r)(F) A description of the measures the applicant proposes to avoid, reduce or otherwise mitigate any potential significant adverse visual impacts;

The changes proposed to the Facility with RFA 4 will have no significant adverse impacts on identified scenic resources. Therefore, no additional measures would be necessary to avoid or minimize impacts.

7.0 Monitoring – OAR 345-021-0010(1)(r)(F)

OAR 345-021-0010(1)(r)(G) The applicant's proposed monitoring program, if any, for impacts to scenic resources.

No significant adverse impacts will occur to identified scenic resources; therefore, the Certificate Holder does not propose a monitoring program.

8.0 References

BLM (Bureau of Land Management). 2015. John Day Basin Record of Decision and Resource Management Plan. Prineville District.

https://www.blm.gov/sites/blm.gov/files/pdo_rodrmp_John_Day_Basin_ROD-RMP_06102015.pdf. Accessed September 2023.

City of Boardman. 2003. Boardman Comprehensive Plan.

<https://www.cityofboardman.com/communitydevelopment/page/comprehensive-plan>. Accessed September 2023.

Gilliam County. 2022. Gilliam County Comprehensive Plan.

<https://cms3.revize.com/revize/gilliamnew/7.26.2022-Gilliam%20County%20Comprehensive%20Plan.pdf>. Accessed September 2023.

Morrow County. 2019. Morrow County Comprehensive Land Use Plan.

<https://www.co.morrow.or.us/planning/page/comprehensive-plan>. Accessed September 2023.

NPS (National Park Service). 1999. Oregon Trail Comprehensive Management and Use Plan.

https://www.nps.gov/oreg/getinvolved/upload/Comprehensive_Management_Plan-508.pdf. Accessed September 2023.

ODFW (Oregon Department of Fish and Wildlife). 2021. 2021 Columbia Basin Wildlife Area Management Plan. Available at:

https://www.dfw.state.or.us/wildlife/management_plans/wildlife_areas/docs/columbia_basin.pdf. Accessed September 2023.

ODOT (Oregon Department of Transportation). 2023. 1999 Oregon Highway Plan: Including Amendments November 1999 through January 2023. Available at:

www.oregon.gov/ODOT/Planning/Documents/OHP.pdf. Accessed September 2023.

USFWS (U.S. Fish and Wildlife Service). 2008. Umatilla National Wildlife Refuge Comprehensive Conservation Plan. Mid-Columbia River National Wildlife Refuge Complex. Burbank, Washington.

<https://permanent.fdlp.gov/gpo76002/UmatillaNWRComprehensiveConservationPlanManagementDirection.pdf>. Accessed September 2023.

Figures

This page intentionally left blank

\\Cess706\gis\1\CES\Projects\PDX\PortlandGE\CartySolar\Maps_RFA4\Exhibit_RPCE_CartySolar_11171_20231218.aprx



Carty Generating Station Request for Amendment 4

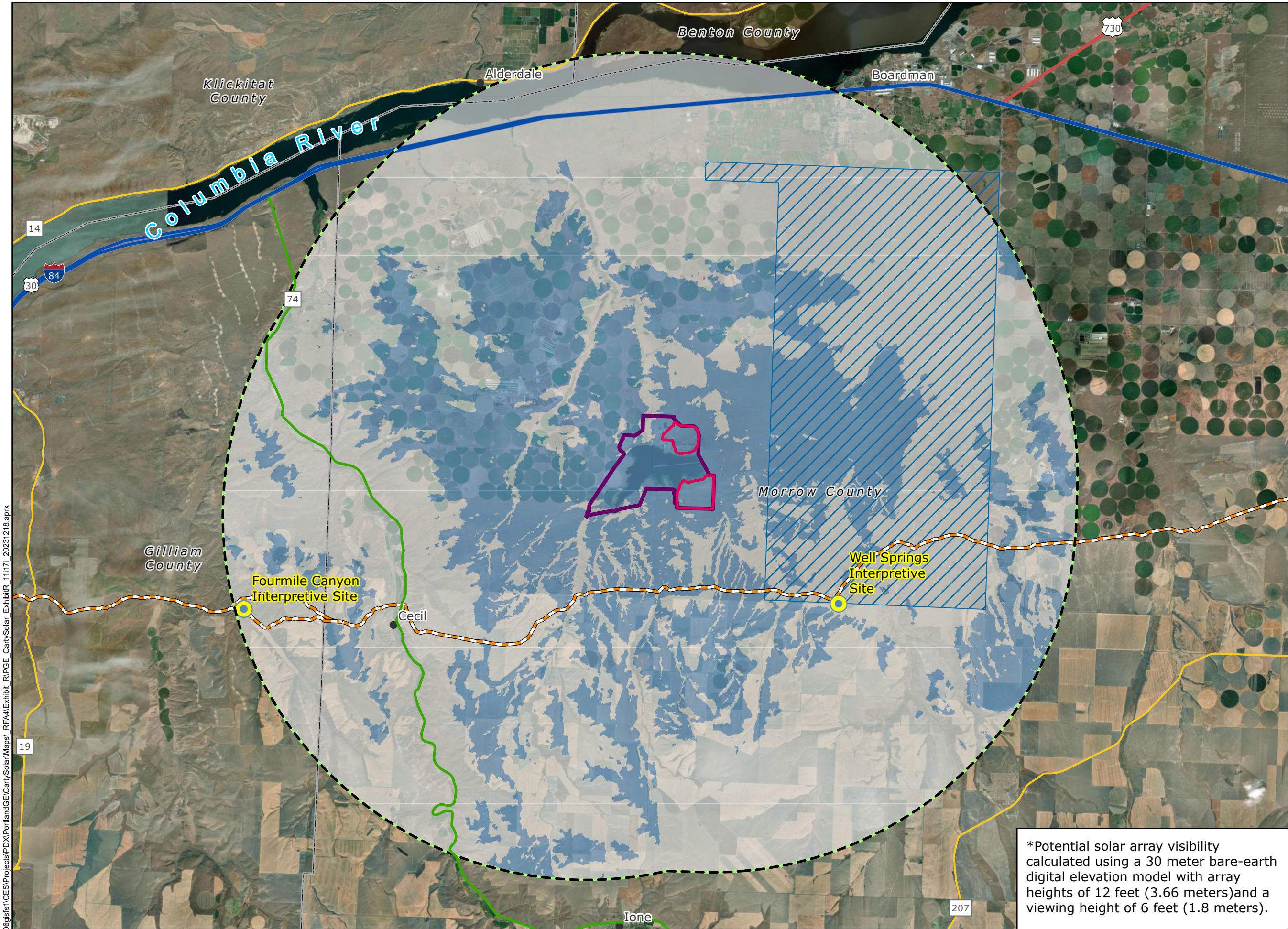
Figure R-1 Scenic Resources

MORROW COUNTY, OR

- Amended Site Boundary
- Analysis Area (10-mile Buffer)
- Boardman Naval Bombing Range
- City/Town
- County Boundary
- Interstate Highway
- US Highway
- State Highway
- National Register Historic Place
- Oregon Trail
- Oregon State Scenic Byway



\\Cess706\gis\1\CES\Projects\PDX\PortlandGE\CartySolar\Maps_RFA4\Exhibit_RPGE_CartySolar_Exhibit_11171_20231218.aprx

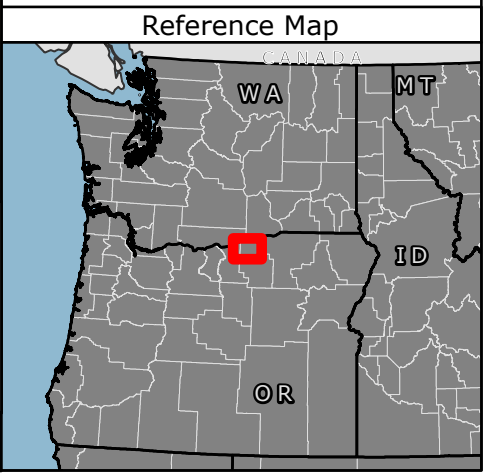


Carty Generating Station Request for Amendment 4

Figure R-2 Zone of Visual Influence for Solar Areas

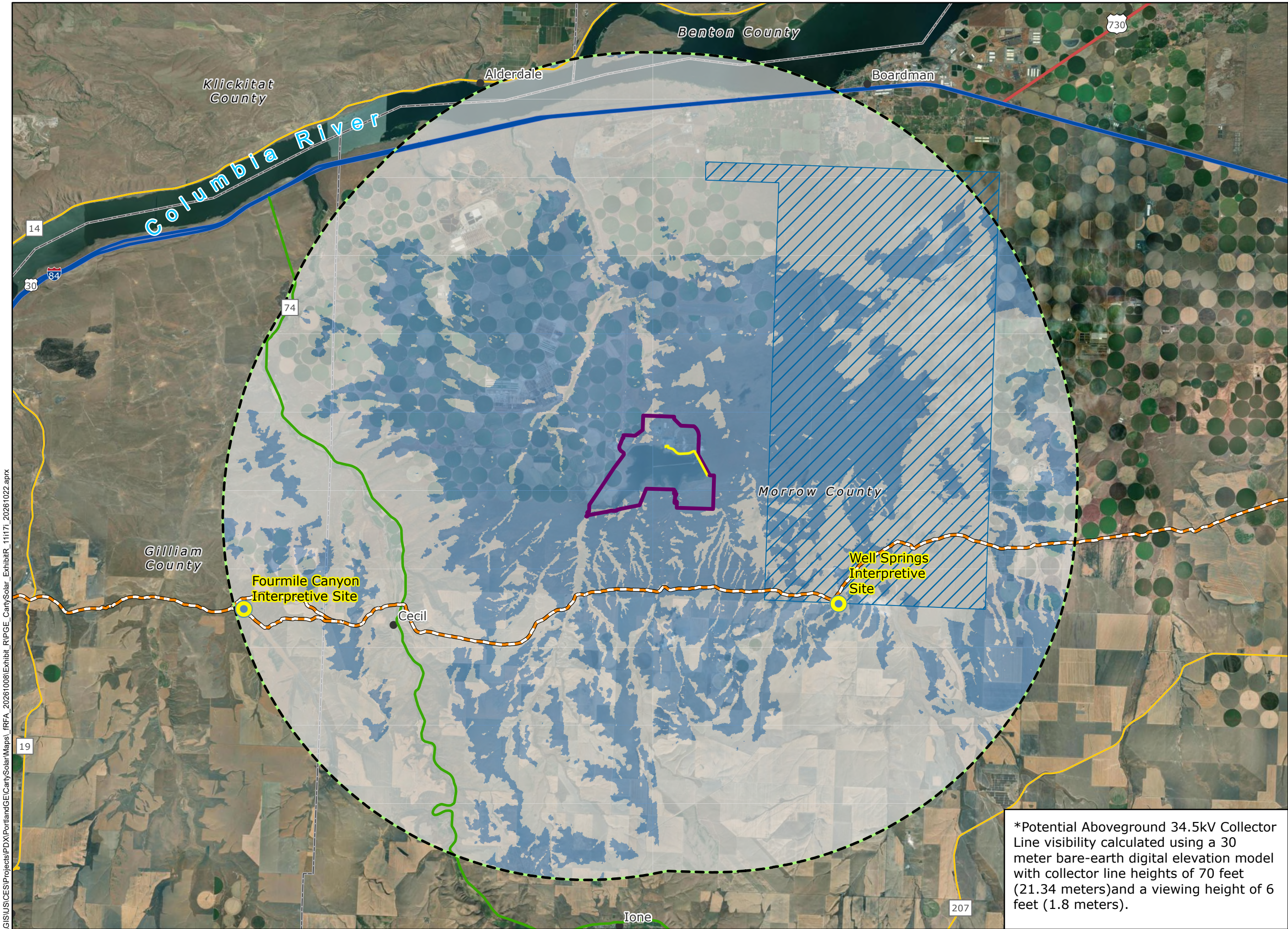
MORROW COUNTY, OR

- Amended Site Boundary
- Analysis Area (10-mile Buffer)
- Boardman Naval Bombing Range
- Proposed Solar Areas Fence Line
- City/Town
- County Boundary
- Interstate Highway
- US Highway
- State Highway
- National Register Historic Place
- Oregon Trail
- Oregon State Scenic Byway
- Viewshed Results*
 - Solar Areas Line Not Visible
 - Solar Areas Potentially Visible



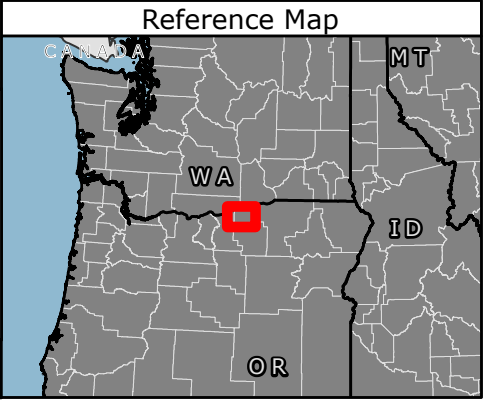
*Potential solar array visibility calculated using a 30 meter bare-earth digital elevation model with array heights of 12 feet (3.66 meters) and a viewing height of 6 feet (1.8 meters).

\\tt.local\GIS\USCES\Projects\PDX\PortlandGE\CartySolar\Maps_IRFA_20261008\Exhibit_RIPGE_CartySolar_111171_20261022.aprx



**Carty
Generating Station
Request for
Amendment 4**
**Figure R-3
Zone of Visual Influence
for Aboveground
34.5kV Collector Line**
MORROW COUNTY, OR

- Amended Site Boundary
- Analysis Area (10-mile Buffer)
- Boardman Naval Bombing Range
- Proposed Aboveground 34.5kV Collector Line
- City/Town
- County Boundary
- Interstate Highway
- US Highway
- State Highway
- County Highway
- National Register Historic Place
- Oregon Trail
- Oregon State Scenic Byway
- Viewshed Results***
 - Aboveground Collector Line Not Visible
 - Aboveground Collector Line Potentially Visible



*Potential Aboveground 34.5kV Collector Line visibility calculated using a 30 meter bare-earth digital elevation model with collector line heights of 70 feet (21.34 meters) and a viewing height of 6 feet (1.8 meters).

This page intentionally left blank

Attachment R-1. Land Use Management Plan Excerpts

This page intentionally left blank

Gilliam County

GOAL 5: NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

Goal: To conserve open space and protect natural and scenic resources.

Statewide planning Goal 5 requires the county to inventory the following resources:

1. Riparian corridors, including water and riparian areas and fish habitat;
2. Wetlands;
3. Wildlife Habitat (including bird sites);
4. Federal Wild and Scenic Rivers;
5. State Scenic Waterways;
6. Groundwater resources;
7. Approved Oregon Recreation Trails;
8. Natural Areas;
9. Wilderness Areas;
10. Mineral and Aggregate Resources;
11. Energy sources;
12. Cultural areas.

Counties are also encouraged to maintain current inventories of historic resources, open space, and scenic views and sites.

The policies adopted in this Comprehensive Plan focus on issues related to the conservation of open space and natural and scenic resources. They are intended to comply with statewide planning goals and guidelines concerning Open Spaces, Scenic and Historic Areas, and Natural Resources (Goal 5).

FINDINGS

1. Open space is characteristic of Gilliam County, and no effort exclusively directed toward acquisition of additional open space is necessary. As provided in this Comprehensive Plan, stream beds, drainage ways and proven landslide areas generally will be maintained in a open state as a matter of prudent development practice.
2. 1985 Atlas of Oregon Lakes: No Lakes are identified in Gilliam County
3. The rock outcroppings marking the rim and walls of steep canyon slopes are an important characteristic of the County's landscape.
4. The entire Columbia River waterfront, including related fish and wildlife habitat, is within the jurisdiction of the United States Army Corps of Engineers; the Corps has prepared and adopted a plan for the development of the river shore land, which plan encompasses

preservation of fish and wildlife habitat and the development of water-oriented park and recreation facilities.

5. In the matter of fishery resources, the Gilliam County area is reported (John Day River Basin Plan of 1986-SWR) as serving primarily as a migration corridor for anadromous fish using more upstream areas of the subject River Basin. The majority of habitat in the Gilliam County area is reported as only marginally productive for anadromous fish, with the most productive steelhead streams being Rock Creek and Thirty Mile Creek. Other fishery resources reported within the County include a small fall Chinook run and limited cold-water and warm-water resident fish populations. Rehabilitation work in potentially productive Rock Creek and Thirty Mile Creek and tributaries are noted as a need to improve fishery resources
6. The Oregon Department of Fish and Wildlife has recommended development of a number of access sites on the John Day River. The commission also has established two wildlife areas; one at the mouth of Willow Creek and the other consisting of that portion of the John Day River from the mouth of Thirty-Mile Creek to the Columbia River.
7. There are no inventoried wetlands within the County.
8. Hunting for deer and upland game birds area also noted as popular activities; relative thereto, the Oregon Department of Fish & Wildlife (ODFW) has identified areas for Big Game Winter Habitat and Upland – Waterfowl Habitat. Maps of these areas were set forth in the 1977 Plan.
9. Portions of the John Day River from the Wheeler County line to Tumwater Falls have been classified as Scenic or Natural River areas by the State of Oregon under provisions of ORS 390.805 through 390.925. Also, within this area of the John Day River, from the mouth up river for about 84 miles to Thirty Mile Creek, is the John Day State Wildlife Refuge which provides a resting area for ducks and geese and provides habitat for various raptor species and other wildlife. Land uses, including structures, are regulated within this area by the provisions of the Scenic Waterway designation. No additional regulations on behalf of the County are deemed necessary.
 - A) The State Scenic Waterway designation applicable to this area of the County was enacted by ORS 390.825 (6) and the authority for the regulation of uses within said area is vested with the State Department of Transportation by ORS 390.845. Pursuant to ORS 390.845, said state agency has adopted and enforces regulations governing all uses within said area; said regulations set forth in OAR Chapter 736, Division 40. Said regulations are intended fully to protect and enhance those values which caused such scenic waterway area to be so designated; i.e. esthetic, scenic, fish & wildlife, scientific and recreation features. The adequacy of such regulations to fully protect the subject resource is attested to in the 1979 Wild and Scenic River Report & Environmental Assessment for the subject area as conducted by the

National Park Service. In compliance with OAR 660-16-005 and 660-16-010, said NPS Report and Environmental Assessment is hereby adopted by reference as though set forth in full herein, and is concluded to fully comply the County's responsibilities relative to inventory requirements, Goal 5 process requirements, identification of conflicting uses, ESEE analysis requirements, and resource protection requirements. The NPS Report for the Natural & Scenic River areas complies with Goal 5 because no new structures or improvements which are visible from the river, other than those erected and made in connection with agricultural uses, or those needed for public recreation or resource protection will be permitted. Additional dwellings and commercial public service facilities, including resorts and motels, lodges and trailer parks, which are visible from the river, will not be permitted.

- B) Natural River Area. The segment of the scenic waterway beginning at the intersection of West to East Centerline of Section Five (5), Township Five South, Range Nineteen East of the Willamette meridian (T 5S, R 19E, W.M.), Sherman County, extended easterly from the center of said section to its intersection with the John Day River, near the mouth of Thirty mile Creek; thence downstream approximately 31 miles to the North Boundary of the Southwest Quarter (SW 14) for the Southeast Quarter (SE ¼) of Section Twenty-four (S 24), Township Two South, Range Eighteen East of the Willamette Meridian (T 2S, R 18E, W.M.), Sherman and Gilliam Counties, near East Ferry Canyon, is classified as a Natural River Area.

Within this area, no new structures or improvements, which are visible from the river, other than those, erected or made in connection with agricultural uses, or those needed for public recreation or resource protection will be permitted. Additional dwellings and commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river will not be permitted

- C) Scenic River Areas. The segments of the scenic waterway upstream and downstream from the designated Wild River Area are classified as Scenic River Areas.

Within these areas, no new structures or improvements which are visible from the river, other than those erected or made in connection with agricultural uses, or those needed for public recreation or resource protection will be permitted. Additional dwellings, other than those necessary to existing agricultural uses, and commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, will not be permitted.

10. John Day River Basin Plan of 1995 (SWR): A review of this adopted document concurs that Gilliam County is not located within an area that is subject to a critical groundwater study or designation. Nor are there any storage facilities deemed feasible or any hydroelectric value.

11. There are no inventoried of approved Oregon Recreation Trails located in Gilliam County
12. Only three (3) natural resource sites are reported of any significance by the nature Conservancy under the Oregon Natural Heritage Program. These three (3) sites are listed below, but beyond the brief listing, no site-specific information is available, nor has the Nature Conservancy presented even a Site Report on said resources:

- A) Pullen Pasture-Vegetative Resources Only - Sec 28 of T5S, R24E – No acreage figure given.
- B) Lone Rock Creek Area Natural Grasslands – Vegetative Resources Only – Sections 29, 30 & 32 of T4S, R23E and Sec 5 of T5S, R23E – No acreage figure given.
- C) Horn Butte – Vegetative Resources Only – Sections 11 & 12 of T2N, R22E – No acreage figure given.

There is insufficient information concerning the purported resources and resource site for the County to initiate any action concerning the afore-referenced sites. Without “any” specific information, the extent, condition, impacts and protection measures necessary are undeterminable. In accordance with the provisions of OAR 660-16-000 (5)(b), these resource sites will be addressed in the future as sufficient information for site identification becomes available.

13. Pursuant to the requirements of compliance with State Planning Goal 5, the County must complete an Economic, Social, Environment and Energy (ESEE) Analysis for all identified “Natural” Resources in the County. Said Analysis has been completed and is hereby adopted as though set forth in full herein. However, with the exception of the aggregate resource sites, riparian habitat areas, and historic resources, no such resources have been identified as needing County protection.
14. There are no inventoried Wilderness Areas within Gilliam County.
15. The County is not heavily mineralized and there is no record of production. Although there are references to limited deposits of volcanic ash, semiprecious gems, bauxite and coal, none are assigned any significance in value. Lastly, some exploratory oil and gas wells have been drilled in the vicinity of Condon, but no known findings are evident.
16. All active aggregate sources in the County are being inventoried and are identified by site location in the inventory set forth as an Attachment hereto. A comparison of the estimated total volume of aggregate from these sources to the estimated needs of committed or projected construction projects requiring such material clearly indicates that sufficient quantities are available to meet such needs.

17. It is the policy of Gilliam County to fully protect significant mineral and aggregate resource sites by determining the Economic, Social, Environmental and Energy (ESEE) consequences of not allowing conflicting uses to occur within the 1500-foot impact area.
18. Since the last update of the Comprehensive Plan in 2000, the county has seen a major change in the demand for wind energy projects. Since 2003, the county has approved several projects that are in operation and there are several more projects that have been approved by the County Planning Commission.
19. In the matter of Historic Resources, a comprehensive Countywide Historic Resource Inventory was completed in 1988. Existing identified resources are considered significant resources and should be subject to applicable protection measures. In 1988 a list of Historic Sites, Gilliam County was included in the comprehensive plan, the list contains 125 sites.

POLICIES

In consideration of the above Findings, the Gilliam County Court adopts the following policies:

1. Because of the limited resources identified as fishery resources in the County, specific protection of riparian habitat along those streams, which are identified as important for such habitat will be instituted.
2. The Department of Fish and Wildlife (ODFW) will be consulted when proposed land use actions may affect fish or wildlife habitats.
3. Land use categories, such as the Exclusive Farm Use (EFU) zone with its 160 acres minimum parcel size, which preserve the integrity of wildlife habitats will be established.
4. Gilliam County will publicize provisions of state law relative to Scenic Waterways, to render all possible assistance in enforcement of laws, rules, and regulations pertaining to State designated Scenic Waterways and to otherwise aid in the implementation of the declared policy of the State of Oregon with respect to such waterways. Conflicts between agricultural and recreational uses in this area should be resolved in favor of agriculture.
5. Gilliam County will notify and consult with appropriate state agencies during review of development proposals when such proposals might affect surface or ground water quality.
6. As funds are made available, Gilliam County will conduct a study of groundwater resources.
7. There are no state designated trails in the County at this time. However, if the State proposes any new trails, the County will cooperate in reviewing any new proposal.

8. At such time as additional and sufficient information is made available concerning the three (3) identified natural resource sites, the County shall complete the required ESEE Analysis and provide for any identified necessary protection measures as may be appropriate.
9. It shall be the County Policy that when new information is available on Natural Resource Sites, such information shall be reviewed to comply with Goal 5 in the County's subsequent periodic review.
10. In the past, extractive industrial activities of some magnitude have operated in the County, and although no such concerns are presently in operation, it is reasonable to expect that they, or others like them, will become active as heavy construction activity in the area commences. The policy of Gilliam County is to encourage development of the County's mineral resources, consistent with other objectives and policies of this Comprehensive Plan, and under conditions that will not result in permanent destruction of the natural beauty of the County's landscape. Basalt outcroppings characteristic of the area generally should be left in their natural state and only under particularly justifiable circumstances will County approval of mining of potentially scenic hillsides be given. The County's policy on mining of potentially scenic hillsides may require a search for suitable alternate sites for mining operations should any major construction project, not foreseen at this time, occur. Therefore, the County shall support, cooperate, and coordinate with any efforts by the Oregon Department of Geology and Mineral Industries (DOGMI) to carry out a Mineral & Aggregate Inventory of the County, and when such inventory is completed it shall be adopted as a component of this Plan and appropriate protection measures adopted to protect identified needed sites.
11. Because of the identification of limited mineral and aggregate resources in the County, appropriate protection measures for such identified resource sites shall be adopted to insure the continued availability of such sites for the purpose intended.
12. Gilliam County will continue to encourage the development of alternative sources of energy.
13. The areas in which most Indian petroglyphs and other evidence of Indian habitation are known to exist are not easily accessible to the general public. Even so, a number of these sites have been substantially destroyed due to intensive unsupervised visitation and not infrequently by deliberate exploitation and vandalism. Until such time as access to these valuable sites can be fully controlled and adequately supervised, the County suggests that landowners use whatever lawful means are necessary to discourage general visitation and that their location be not generally publicized. The County shall adopt specific zoning provisions designed to provide a level maximum level of protection for those limited natural and scenic resources identified within the County. Such provisions shall ensure a maximum level of review by the appropriate resource agencies and organizations for any development proposal identified as possible affecting an identified resource, and shall be applied as an overlay or combining zone with the primary applied Zone.

14. Gilliam County will remove all names from the Historic Sites list, unless a property owner states in writing that they desire the designation to remain on their property.
15. The requirements of OAR 660-023 will be used to consider the significance of Goal 5 resources.
16. The County will continue to process applications for Post Acknowledgement Plan Amendments to add sites to Goal 5 inventories when site-specific information on location, quality and quantity is submitted by individuals or agencies.

Findings in Support of Goal 5:

1. Gilliam County has conducted a valid inventory of the Goal 5 resources listed in Statewide Planning Goal 5.
2. The inventories include a determination of the location, quality and quantity of each of the resource sites.
3. The site-specific resources have been mapped or described as well as the attendant impact areas affected.
4. Gilliam County has identified existing and potential land uses which might negatively impact a specific Goal 5 resource site.
5. For those sites for which conflicting uses have been identified, the economic, social, environmental and energy (ESEE) consequences has been determined.
6. Based on the determination of the economic, social, environmental and energy consequences, Gilliam County has developed a program to achieve the goal of protecting these significant resources.

Morrow County

Three-Mile Island	26	Habitat for a variety of birds. Public ownership (Army Corps of Engineers)	2A
WA Ground Squirrel	26	Specific area. Located on federal land. (Boardman Bombing Range). Designated Research Natural Area by Nature Conservancy.	2A
Furbearers	27	Principal habitat near streams. Conflicting uses; furbearers also within protected wildlife areas (federal/state).	2A/3C
Fish Habitat	28	Sensitive ponds and streams identified. Riparian Habitat.	3C
Ecological/ Scientific Natural Areas	29		
Umatilla Natl. Wildlife Ref.		Owned and managed by federal government.	2A
Coyote Springs WMA		Owned by federal government. Long-term lease to state.	2A
Irrigon WMA		Owned by federal government. Long-term lease to state.	2A
Boardman Bombing Range		Owned and managed by federal government.	2A
Plant fossils		Geologic formation within national forest (public land).	2A
Sand Hollow		Natural Grassland. Identified by The Nature Conservancy. Additional information needed.	1B
Eight-mile Grassland		Natural Grassland. Identified by The Nature Conservancy. Additional information needed.	1B
Three Mile Island		Federal ownership. Sea bird colony.	2A
LaFevre Prairie		Private ownership. Wildflower area. Additional information needed.	1B
Boardman Slough		Federal ownership. Wildlife habitat.	2A
Service Canyon Grassland		Private ownership. Identified by The Nature Conservancy. Additional information needed.	1B

Gene Wood Creek	Private ownership. Natural Grassland. Additional information needed.	1B
Houselog Creek	Private ownership. Natural Grassland. Additional information needed.	ZZ
Rhea Creek	Sensitive stream. Western brook lamprey. Additional information needed.	1B
Scenic Views; 32 sites	Addressed in plan (p. 69) but none identified.	1B
Water Areas, 32 Watershed, Wetlands and Groundwater	Area specific (groundwater). Applicable policies: 3A, B, C (p. 81); E (p. 82). Critical groundwater area identified (Butter Creek area on Water Resource map).	3C/2A
Wilderness Areas	County does not contain wilderness areas.	N/A
Historic Sites, 36 Structures & Objectives		
Archeological	Information available for some sites (Map); other sites exist but not recorded. Applicable policies: 7A, B, C, D (p. 83); 7E F (p. 84).	3A;1B
Historical Oregon Trail	Wells spring segment. Public land. National Register. Bombing Range (Note discussion of Boardman Bombing Range).	2A
Willow Creek Campground	Private property. EFU zone.	2A
Cayuse Battlefield	Fenced monument and plaque. Public land.	2A
Willow Creek Bridge	Co. Rd. 546. Eligible for National Register (5-2-85).	3A
Rhea Creek Bridge	Co. Rd. 705. Eligible for National Register (5-2-85). Applicable Historic Resource policies: 1A, B, E (p. 79); 11 (p. 80); 7A, F (pp. 83-84).	3A
Emigrant Graveyard	Protected within Boardman Bombing Range.	2A
Stage Station Ruin	Range (Public land).	

Cecil General Store	Private property.	3C
Hardman Townsite	Additional information needed.	1B
Cultural Areas	Morrow County does not contain unique cultural area.	N/A
Potential/Approved Recreation Trails	Morrow County does not contain potential or approved recreation trails.	N/A
Potential/Approved Federal Wild and Scenic Waterways; State Scenic Waterways	Morrow County does not contain potential or approved state/federal wild or scenic waterways.	N/A

Boardman Bombing Range - 2A

References: County resource maps.

Location; Quality/Quantity: The 73 square mile Boardman Bombing Range is unique in several respects: (1) The range contains relict grassland communities (i.e., native grasses undisturbed by agricultural practices); (2) The range contains the only known colony of Washington Ground Squirrels in Oregon; and (3) The range contains a portion of the Oregon Trail and an historic cemetery. The US Navy administers the range; part is used for bombing practice, part leased for grazing and part (3 separated parcels; A, B and C) managed as a Natural Research Area (NRA).

Goal 5 Designation: The Boardman Bombing Range is administered by the federal government. It has been accorded a 2A designation (no conflicting use).

Federal/State Wildlife Areas - 2A

References: Plan, p. 76; Map of Wildlife Resources; Map of Identified Natural Areas (The Nature Conservancy); Morrow County Natural Resources (The Nature Conservancy). Applicable plan policies: (General Policies) pp. 79-80; (Fish and Wildlife) pp. 82-83.

Location; Quality/Quantity: There are three protected wildlife areas in Morrow County: Umatilla National Wildlife Refuge, Coyote Springs WMA and Irrigon WMA. Coyote Springs and Irrigon wildlife management areas are owned by the federal government but leased to the Oregon State Department of Fish and Wildlife. All three areas provide a habitat for waterfowl. In addition, the Umatilla National Wildlife Refuge contains a Great Blue Heron rookery and a variety of raptors, including bald and golden eagles.

Goal 5 Designation: The three wildlife areas are administered by federal or state government. They have been accorded a 2A designation (no conflicting use).

Scenic Views and Sites - 1B: Morrow County contains a variety of landscapes, many of which may be considered to be scenic. The County has not, however, designated any sites or areas as being particularly high in scenic-resource value.

Water Resources (General)

Morrow County's water resources include groundwater (3C), streams (3C), and ponds (2A). These resources are utilized for domestic, industrial, and agricultural purposes. In addition, streams and ponds are fish and wildlife habitats. Water requirements often result in conflicts. Problems which must be addressed by governing bodies include quality and quantity. Efforts to resolve or alleviate the problems are usually approached in the form of a project. Two projects would enhance the county's water resources: Snipe Creek and Stanfield-Westland.

The Snipe Creek and Stanfield-Westland projects are proposals to augment water resources in specific areas of Morrow and Umatilla counties. The Snipe Creek project would transmit water from John Day basin streams to the Butter Creek critical groundwater area. Stanfield-Westland is comprised of several projects designed to replenish water now

City of Boardman

While the freeway, railroad and BPA easements are all deterrents to Boardman's development in certain ways, their presence, combined with the Columbia River, are vital to Boardman's present status and are a prerequisite for the area's potential development as a major Eastern Oregon agri-industrial and commercial center.

In this Chapter, titled "Natural Resources", we want to emphasize that our citizens are always our greatest natural resource. We wish to personally honor some who have ably represented us in the past. We accept the risk of overlooking deserving citizens; however, we also note that many of those cited are also numbers among the 22 who have served as Mayors of Boardman.

GOAL 5 RESOURCES FINDINGS

Statewide Planning Goal 5 identifies 15 natural resources include the following:

1. Riparian corridors
2. Wetlands
3. Wildlife habitat
4. Federal Wild and Scenic Rivers
5. State Scenic Waterways
6. Groundwater Resources
7. Natural Areas
8. Oregon Recreational Trails
9. Wilderness Areas
10. Mineral and aggregate deposits
11. Energy resources
12. Cultural areas
13. Historic Resources
14. Open Space
15. Scenic Views and Sites

As per Goal 5, OAR 660-015-0000(5), the natural resources identified above as 1-12 are required to be inventoried according to the provisions in OAR 660-023-0030. Although these resources are listed separately, they often overlap, for example wetlands and riparian areas are often part of the same natural resource area. Natural resources including Historic Resources, Open Space and Scenic Views and Sites should be identified by the jurisdiction on a voluntary basis and are not required by OAR 660-023-0030 to be inventoried.

Riparian Areas

Riparian areas provide numerous and complex functions that affect both aquatic and terrestrial systems. Many ecological functions of riparian areas are also provided by wetlands, flood plains, and vegetated upland areas. Riparian areas provide a buffer zone between upland uses and water resources, protecting or enhancing water quality, preventing erosion, and moderating flood flows. Riparian areas often provide important wildlife habitat and contribute to in-stream habitat for fish. The City's riparian areas are defined by the Safe Harbor standards pursuant to OAR 660-023-0090 (5)(a) through (d), Riparian Corridors.

Federal Wild and Scenic Rivers

As per OAR 660-023-0120, the City is required to identify any areas designated as a federal Wild and Scenic River (WSR). No waterways located in the City of Boardman are identified as a Wild and Scenic River and therefore, this Chapter does not contain any policies pertaining to the preservation of this natural resource.

Oregon Scenic Waterway

As per OAR 660-023-0130, the City is required to identify any areas designated as an Oregon Scenic Waterway (OSW). The Columbia River, which extends along the north boundary of the City has not been included in the State's list of potential scenic waterways, nor has it been identified under the federal program. There are no other waterways within the City's Urban Growth Boundary. Therefore, no waterways located in the City of Boardman are identified as Oregon Scenic Waterways and therefore, this Chapter does not contain any policies pertaining to the preservation of this natural resource.

Groundwater Resources

As per OAR 660-023-0140, groundwater is any water, except capillary moisture, beneath the land surface or beneath the bed of any stream lake, reservoir, or other body or surface water. This OAR identifies local jurisdictions to protect areas defined as significant groundwater resources defined in OAR 660-023-0140 (5). The City of Boardman's delineated wellhead protection area does not meet this definition. However, the City will protect this resource through the provisions in Chapter 3.4 through Chapter 3.7 and Chapter 4.2 of the City's Development Code as well as in accordance with OAR 340-040.

The Wellhead Protection Delineation Study was completed in 1992 by the City of Boardman with a US Environmental Protection Agency Wellhead Protection Demonstration Project Grant. This delineation was reviewed by the Oregon Health Division, Oregon Department of Environmental Quality and Oregon Water Resources Department for technical validity. US Army Corps of Engineers. This study is incorporated into the Comprehensive Plan by reference. The Study indicates areas within the City of Boardman as wetlands or those containing aggregate/mineral resources and are noted on the City of Boardman Natural Resources Map. The City will mitigate any land use impacts associated with development on these sites.

Groundwater resources are protected using several different management tools. Included in these tools are, Source Water Protection strategies through the numerical model delineation of a Wellhead Protection Area of the City's existing sources of water, Stormwater Management strategies using natural conditions while being in compliance with federal and state regulations. Chapter 3.4 of the City's Development Code contains Public Facilities Standards supporting protection of groundwater resources, Chapter 3.5 contains the Stormwater Management regulations and standards, Chapter 3.6 contains Environmental Performance regulations and standards, and Chapter 3.7 of the City's Development Code contains regulations and standards to guide protection of those areas defined on the Natural Resource Map as "Sensitive Lands" areas. In addition, the City's plan policies are requiring

generation facilities. These turbines produce 550 mega-watts of electricity and the steam by-product is used as a resource by the Port of Morrow industrial tenants. Within the Urban Growth Boundary, an additional natural gas fired turbine produces an additional 32 mega-watts of electricity. These resources are addressed and protected through other elements of the Comprehensive Plan.

Cultural Resources

Through the review of different cultural resource studies, conducted as part of construction or development, there has been only two identified sites containing Native American resources. One is located within the Urban Growth Boundary and one identified site within the City limits. These studies, conducted by the Confederated Tribes of the Umatilla Indian Reservation Cultural Resources Preservation Program identified sites 35MW13 which is located within the Urban Growth Boundary on land owned by the Port of Morrow and JDRS 79(1) which is an abandoned portion of the old US Highway 730.

Historic Resources

After discussions with the State Parks Division of the Oregon Department of Transportation and a review conducted by the City, it has been determined that no historic areas or sites, structures or objects exist within the City and/or its UGB, as the City was relocated in the mid 1960's and the old city is inundated by the Columbia River.

Open Space

OAR 660-023-0220 defines open space as parks, forests, wildlife preserves, natural reservations or sanctuaries and public or private golf courses. The City's most desirable area for open space preservation is the Corps of Engineers waterfront property. The area extends for a distance of more than a mile along the Columbia River with an average property depth of 1,000 feet. Preservation in its natural state would severely restrict its full potential. Preserving the area for open space and recreational activities would be a more fitting land use. A multi-million dollar marina and park site is situated on 74 acres on the west end of the property. The park site is equipped with campsites, windbreaks, utilities, restrooms, picnic facilities with shelters, petroglyph display, landscaping, parking, boat launch and dock, and a swimming area. The facility presently serves both tourist and Boardman area residents alike. Further development of the remainder of the property, about 75 acres, into recreational uses such as playfields, beaches, campsites and swimming, is encouraged. The City's horizontal collector wells, for its domestic water are placed adjacent the Columbia River at two locations within the area defined above. Due to the rural nature of Morrow County, the City has not designated any open space lands other than what is noted for the Bonneville Power Administration easement and other public ownership, including US Army Corps of Engineers property adjacent to the Columbia River, which is administered by several federal agencies including the US Fish and Wildlife Service, Bureau of Indian Affairs, the US Army Corps of Engineers and one local agency, the Boardman Parks and Recreation District.

Scenic Views and Sites

Due to the City's topography, vegetation, and existing infrastructure development, the City believes there are limited scenic views, none of which could be considered outstanding.

Oregon Department of Transportation

SCENIC BYWAYS

Background

While every state highway has certain scenic attributes (see Policy 5B), the Oregon Transportation Commission has designated Scenic Byways throughout the state on federal, state, and local roads which have exceptional scenic value (see map, Figure 11). In 1998, the federal government designated two of these routes as All- American Roads and four as National Scenic Byways. The Oregon Transportation Commission may designate additional state byways. To protect the scenic assets of its Scenic Byways, ODOT will develop guidelines for aesthetic and design elements within the public right-of-way that are appropriate to Scenic Byways. The Scenic Byways Policy recognizes that safety and performance issues may cause the need for physical improvements to Scenic Byways, and seeks to balance these needs with the preservation of scenic values.

Policy 1D: Scenic Byways

It is the policy of the State of Oregon to preserve and enhance designated Scenic Byways, and to consider aesthetic and design elements along with safety and performance considerations on designated Byways.

Action 1D.1

Develop and apply guidelines for appropriate aesthetic and design elements within the public right-of-way on Scenic Byways. The purpose of these guidelines is to preserve and enhance the scenic value while accommodating critical safety and performance needs. The elements should include guidelines for turnouts, overlooks, signage, and visual treatment of the highway infrastructure.



The Historic Columbia River Highway is both a State Scenic Byway and an All American Road

Action 1D.2

With guidelines in place, develop management priorities for Scenic Byways in management plans and corridor plans.

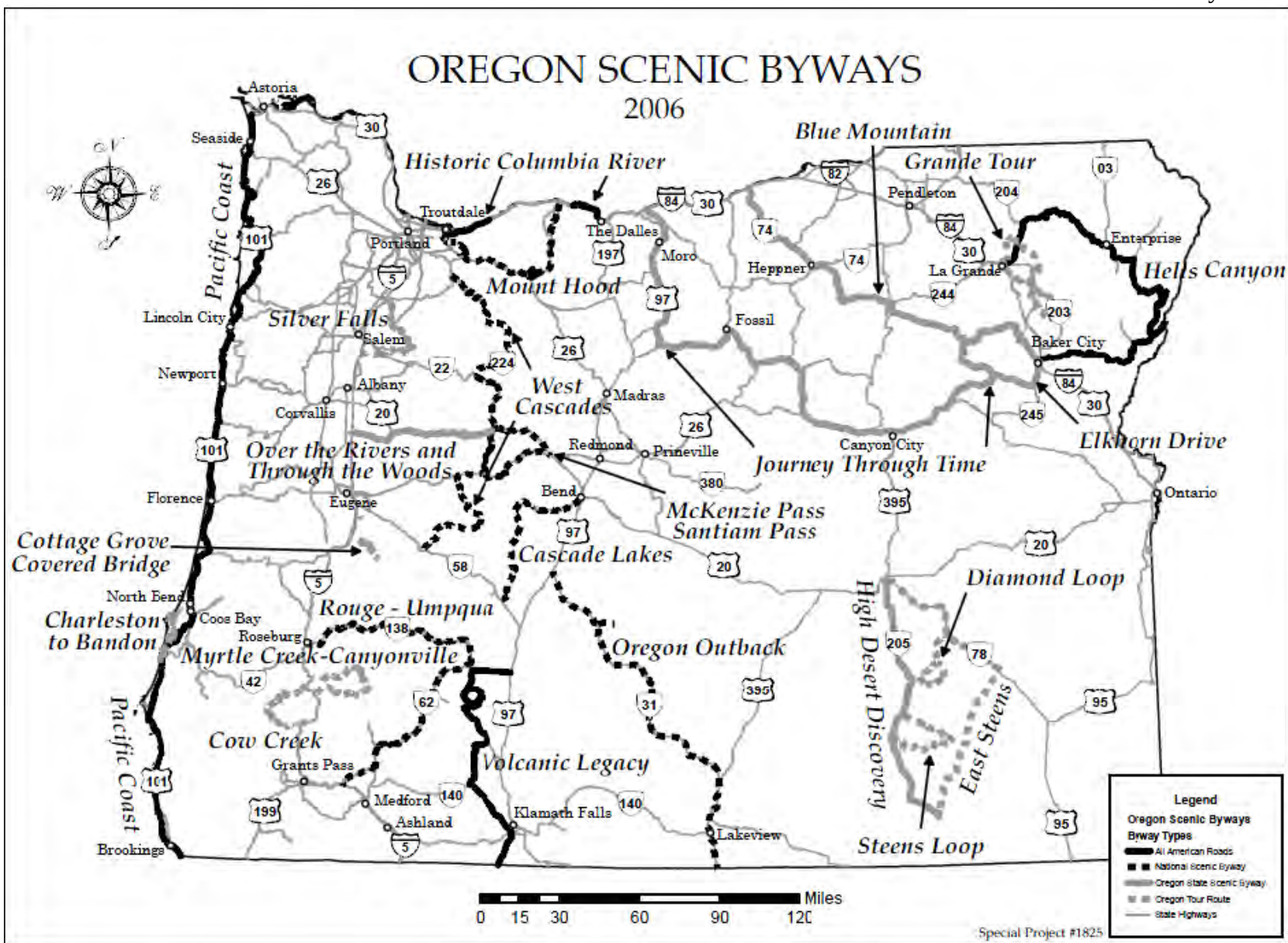


Figure 11: Designated Scenic Byways

Action 1D.3

Consider impacts to the scenic qualities of Scenic Byways when designing plans and projects.

Action 1D.4

Develop resource management plans and maps that describe ODOT's maintenance actions for roads which are designated Oregon Scenic Byways, including restricted activity zones, property to be used for disposal of slide debris and other material, and unsold state properties to be considered for ODOT retention. Identify scenic resources and existing vista opportunity locations on the maps. Include guidelines for maintenance activities where scenic resources are a factor. Ensure that ODOT highway maintenance activities are compatible with Scenic Byway management plans.

**LIFELINE ROUTES****Background**

Earthquakes, flooding, landslides, wild fires, and other natural and man-made disasters may destroy or block key access routes to emergency facilities and create episodic demand for highway routes into and out of a stricken area. ODOT's investment strategy should recognize the critical role that some highway facilities, particularly bridges, play in emergency response and evacuation. In some cases, the most cost-effective solution to maintaining security in these lifeline routes involves investment in roads or bridges owned by local jurisdictions. To the extent feasible, investments should be made without regard to roadway jurisdiction in order to provide the greatest degree of lifeline security for the available resources. ODOT will work with local governments to further define and map a network of lifeline routes. The lifeline network will focus on serving those communities which are particularly susceptible to isolation by virtue of their limited highway access.

Policy 1E: Lifeline Routes

It is the policy of the State of Oregon to provide a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.

Action 1E.1

Define the criteria for lifeline routes to respond to short and long-term needs and, working with local jurisdictions, agencies, and emergency service providers, designate the lifeline network for the State of Oregon.



SCENIC RESOURCES

Background

The introduction to the Oregon Historic and Scenic Highway Program developed in 1985 is still true: “Oregonians have long recognized that preservation of the state’s historic and scenic resources plays a vital role in the enhancement of the state’s economic base, and in maintaining its citizens’ pride in and respect for its historic and natural resources. Oregon’s immense wealth of history and diverse scenery provide unlimited recreation potential for residents and visitors alike...” Even early efforts to develop a state transportation system foresaw the importance of preserving the state’s scenic and historic values. Construction of the Columbia River Highway in the Columbia Gorge in the 1910s “focused on the need to construct a scenic highway that would complement the beauty of the area.”

Since then, a number of state and federal efforts have directed ODOT to preserve or protect historic and scenic features of the state highway system. For example, the 1987 Oregon Legislature declared that it is the state’s policy to “preserve and restore the continuity and historic integrity of the remaining segments of the Historic Columbia River Highway.” This highway is included in the Columbia River Gorge National Scenic Area, and the Historic Columbia River Highway Master Plan guides its management. Federal, state and local policies and regulations also recognize the need to balance protection of scenic resources with economic development.

The Scenic Resources Policy is intended to guide project planning, development, construction and maintenance for state highways in a consistent manner with regard to scenic resources and aesthetics. This policy applies to all state highways, not only designated Scenic Byways.

Scenic resources, as addressed in this policy, include the combination of structural, historic, cultural, and natural features within highway rights-of-way. Where appropriate, ODOT may coordinate with other agencies and property owners to address scenic resources that lie beyond the rights-of-way. In addition to views from the highway, views of the highway from other areas should be considered, particularly on designated Scenic Byways.

Policy 5B: Scenic Resources

It is the policy of the State of Oregon that scenic resources management is an integral part of the process of creating and maintaining the state highway system. The State of Oregon will use best management practices to protect and enhance scenic resources in all phases of highway project planning, development, construction, and maintenance.

Action 5B.1

Coordinate scenic and cultural resources management with appropriate federal, state and local agencies, tribal governments and special interest groups.

Action 5B.2

Coordinate with federal and state agencies, tribal governments, local governments and property owners to encourage aesthetic considerations outside the state highway rights-of-way, such as land use controls for signs, urban design, rural development, utilities and vegetation.

Action 5B.3

Design transportation facilities that consider visual quality with functional requirements, including safety and other transportation needs.

Action 5B.4

Use best management practices to minimize impacts to scenic resources, and preserve and/or enhance visual quality within the state highway right-of-way when improving and maintaining the state highway system.

Action 5B.5

Identify criteria, and measure and evaluate scenic resources management performance on a regular basis.

Action 5B.6

Develop an inventory system that identifies scenic resources on unsold state lands that may be used for visual mitigation on designated Oregon Scenic Byways and Wild and Scenic Rivers adjacent to state highways.

Action 5B.7

Inventory and map historic resources within the state highway right-of-way including archaeological sites, trails, stone walls, buildings, bridges and other significant antiquities.

Action 5B.8

In project designs, include aesthetic elements that enhance the quality of system improvements. Examples of aesthetic elements include plantings and attractive finishes on poured concrete structures.

Bureau of Land Management

Guidelines

1. 1 Existing guidance outside the scope of this plan includes the Federal Cave Resources Protection Act of 1988 (P.L. 100-691; 16 U.S.C. 4301), which directs federal agencies to inventory reported cave locations, prepare and maintain a list of significant caves, and protect cave resources determined to be significant. Procedures for determining the significance of caves are in 43 CFR Part 37. Significance is determined based on criteria for biotic, cultural, geologic, mineralogical, hydrologic, recreational, educational, or scientific values, features, or characteristics as defined in 36 CFR, Part 290.3 (c) and (d).
2. 1 Conduct appropriate surveys to determine significance of all newly identified caves.

Visual Resources

Land Use Allocation

See Map 5.

Objective VR1

Maintain the scenic quality of river canyons, open space landscapes, cultural landscapes, and other areas having high quality visual resources. Manage visual resource values in accordance with Visual Resource Management (VRM) objectives:

- 1 Preserve the existing character of VRM Class I landscapes (Wilderness and Wilderness Study Areas). This class provides for natural ecological changes; however, it does not preclude very limited management activity. The level of change to the characteristic landscape should be very low and should not attract attention.
- 1 Retain the existing character (low change) of VRM Class II landscapes (WSR segments, most non-designated segments of the river, and portions of some tributaries). Management activities in VRM Class II may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.
- 1 Partially retain the existing character of VRM Class III landscapes (moderate level of change). VRM Class III allows management activities that may attract attention, but their results should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.
- 1 VRM Class IV allows management activities that may require major modification of the existing character of the landscape. The level of change to the characteristic landscape can be high. Management activities may dominate the view and be the major focus of viewer attention. However, attempts should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements of the landscape.

Management Actions

1. 1 Before initiating or permitting any major surface-disturbing activities on public land, the BLM will complete an analysis using the Visual Contrast Rating Process to determine adverse effects on visual qualities.
2. 1 Do not permit activities that would result in significant, long-term, adverse effects on the visual resources of the John Day River Canyons in areas normally seen from these rivers.
3. 1 All BLM resource uses, management activities, and other implementation decisions will meet VRM objectives and be consistent with VRM classifications. Use visual resource design techniques and Best Management Practices to mitigate short-term and long-term impacts within VRM Class objectives [43 U.S.C. 1701, Section 102 (a) (8)].
4. 1 Generally maintain the existing “footprint” of cultural landscapes (facilities, projects, and improvements) [43 U.S.C. 4321, Section 101 (b)].

5. 1 The existing level of road maintenance may be continued, but any road improvements or realignments will conform to the VRM classification.
6. 1 Manage existing recreation developments in Wild and Scenic River segments with a VRM Class II designation as VRM Class III “islands.” New recreational development under this plan will be required to meet VRM Class III standards.
7. 1 Manage land according to VRM classifications shown on Map 5 and in Table 1, with the following exception:

The area within a designated utility or transportation corridor (as identified in Objective LR2-Actions of this document) will be managed to VRM IV. Project design elements must minimize the long-term visual impacts to public land users. Manage for VRM Class I in the Spring Basin Wilderness Area, and the following Wilderness Study Areas (WSAs): Aldrich Mountain, Strawberry Mountain, North Pole Ridge, Thirtymile, Lower John Day, Sutton Mountain, and Pat’s Cabin.
8. 1 Manage Fourmile Canyon tract as VRM Class II consistent with the provisions of the Oregon Trail Management Plan: Prineville District (1993).
9. 1 Manage the North Fork John Day WSR; the North Fork John Day River, Armstrong Canyon, and Ferry Canyon ACECs; most of JV Ranch, and lands managed to protect wilderness characteristics as VRM Class II (see Map 5).
10. In the event the existing WSAs are released from Wilderness Study by Congress, the VRM classification associated with these lands will be changed from VRM Class I to Class II.

Special Management Designations

Wild and Scenic Rivers

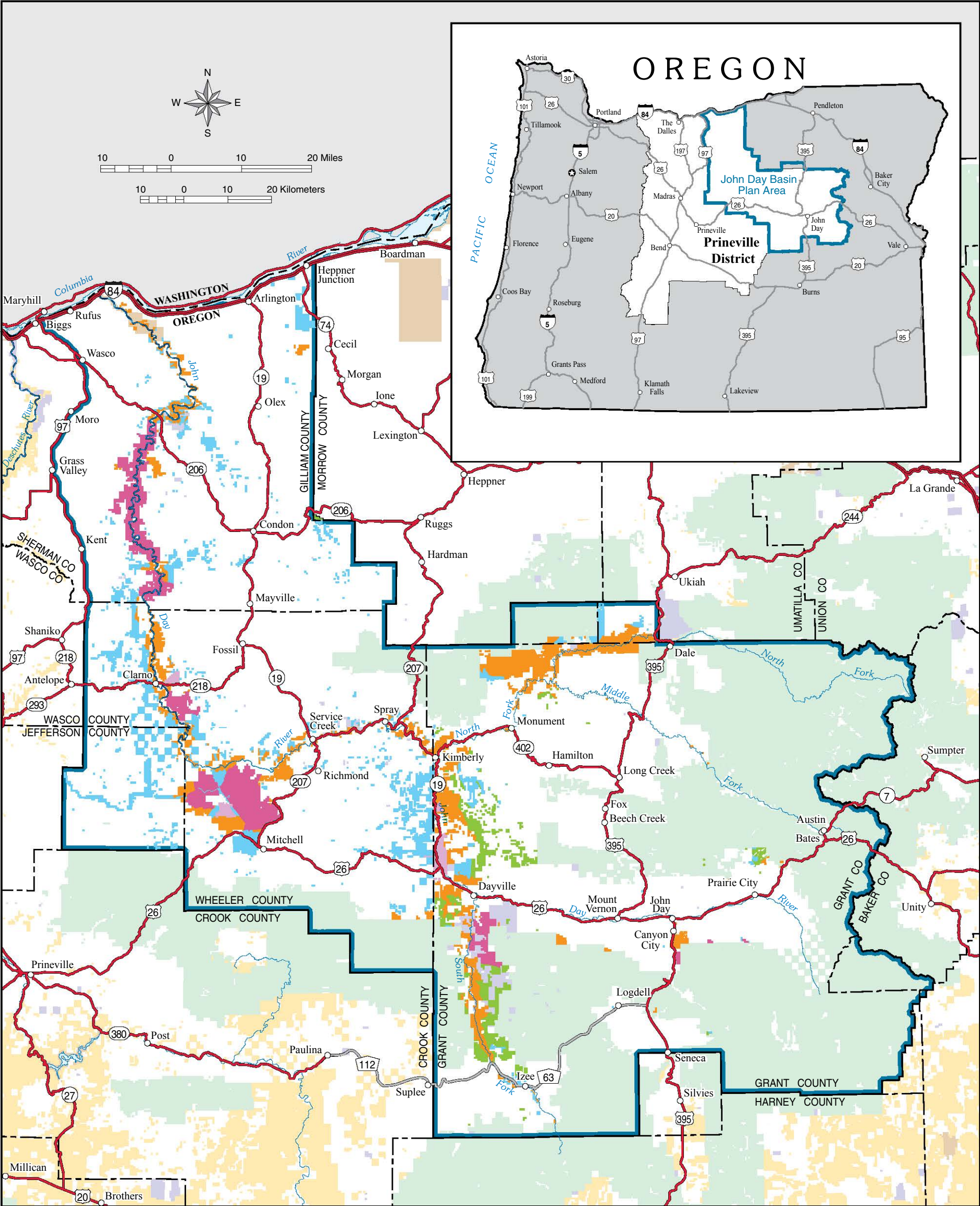
Land Use Allocation

See Map 1.

Objective WSR1

Protect and enhance the free flowing nature and Outstandingly Remarkable Values (ORV) of designated Wild and Scenic Rivers (Map 1). Also protect and enhance values on rivers suitable for WSR designation, regardless of final outcome on designation.

- 1 The National Wild and Scenic Rivers System was created by Congress in 1968 with the passage of the Wild and Scenic Rivers Act (PL 90-542). It requires WSRs be managed to “protect and enhance” the “outstandingly remarkable and significant values” that Congress lists. Congress also encourages managing agencies to assess the designated river segment to identify any additional outstandingly remarkable and/or significant values. While Congress gives ORVs a higher status than significant values, there is little management distinction between them on the river. Both are to be protected and enhanced.
- 1 The designated WSR segments in the plan area include 148 miles of the John Day River (main stem, Tumwater Falls to Service Creek) and 47 miles of the South Fork John Day River (entire fork). The values on the main stem John Day River are: Scenery, Recreational Opportunities and Fish (Congressionally identified ORVs); Geological, Paleontological, Archaeological and Historical (Congressional significant values and BLM ORVs); Wildlife (BLM ORV); and Botanical and Ecological (BLM significant values). The identified values for the South Fork John Day River are: Scenery, Recreational Opportunities (Congressional ORVs); Fish, Wildlife and Botanical (BLM ORVs); Geological, Prehistoric and Traditional uses (BLM significant values). These two segments of river were added to the WSR system by the 1988 Oregon Omnibus Wild & Scenic Rivers Act, which amended the 1969 WSR Act.
- 1 In 2005 the BLM contracted an inventory of potential WSR (in addition to those already designated) across the plan area (Final Report in Appendix I-1, JDB PRMP/FEIS), and determined that one river segment, 36.24 miles of the north fork of the John Day River, was eligible for WSR designation



LEGEND

- Visual Resource Management on BLM Administered Land**

 - Class 1: Highest Scenic Value
 - Class 2
 - Class 3
 - Class 4: Lowest Scenic Value
- Administered Land**

 - Plan Area Boundary
 - Bureau of Land Management
 - Forest Service
 - John Day Fossil Beds National Monument
 - Other Federal
 - State
 - Private or Other

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management



PRINEVILLE DISTRICT
John Day Basin
Resource Management Plan
Record of Decision

2015

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources. This information may not meet National Map Accuracy Standards. This product was developed through digital means and may be updated without notification.

M11-08-03.8-12-13

Map 5: Visual Resource Management

(Documentation of WSR Eligibility, Appendix I-2, JDB PRMP/FEIS). This segment is 36.24 miles long, passing through 25.55 miles of public land, from River Mile 55 (Camas Creek) to River Mile 20.4 (roughly three miles northeast of Monument). The BLM completed a WSR Suitability Study (Appendix G) and has determined that the segment is suitable for inclusion in the National WSR System for the ORVs of Scenery, Recreational Opportunities and Fish. Suitability takes into account the characteristics of the river, other current and future uses and rights in the area, public interest, and administrative costs.

Management Actions

1. 1 Direction in this RMP will serve as the river plans for the WSR segments of the main stem and South Fork of the John Day River (as listed above), and as the river plan for the “suitable” segment of the North Fork of the John Day River if it is so designated by Congress (see Map 1).
2. 1 Manage 148 miles of the Lower John Day and 47 miles of the South Fork John Day WSRs according to management direction carried forward (actions below) from the 2001 John Day River Plan, which was developed with interagency partners.
3. 1 Disseminate information through information boards at major access points, responses to written and telephone information requests, outfitter and guide meetings, and visitor contact with BLM employees and volunteers stationed in the office, on public lands, and on the river. Presentations to schools and interest groups will be conducted by request.
4. 1 Continue to install information boards at public access points; make on-site contacts with visitors; and create new user brochures, detailed land ownership maps, and interpretive signs. The BLM will also increase cooperative efforts with state agencies, counties, local businesses, and others to provide river users with consistent information. Construct an information kiosk on the South Fork John Day Back Country Byway to educate the public about wildlife, riparian, wilderness, and weed management programs. Where trespass is a problem, install ownership identification markers between BLM, state, and private lands to clearly identify land ownership and reduce trespass potential.
5. 1 Seek additional funding and improve coordination with state and local agencies by organizing a work group comprised of representatives of agencies providing law enforcement and emergency services along the John Day River. The BLM will encourage joint emergency training exercises for agencies, fire districts, outfitters, and private individuals.
6. 1 Continue to use a Limits of Acceptable Change (LAC) study process to determine appropriate use levels in all areas where visitor use has potential to adversely impact the desired future condition of resource values, protect and enhance the Outstandingly Remarkable values, and/or the quality of visitor experience. Design implementation-level actions to be consistent with the findings of LAC studies.
7. 1 Implement a limited entry permit system for all river segments where LAC studies indicate boater use needs to be controlled in order to meet desired future condition of resource values and/or the quality of visitor experience. One option for adjusting use levels is through a mandatory, limited-entry permit system, such as the one implemented in 2011 on Segments 2 and 3 of the John Day River:
 - a. Trip permits would be allocated through a first-come, first-serve common pool reservation system to all users in the same manner.
 - b. The applicable use fee would be due in advance to hold a reservation.
 - c. Any canceled trip permits would again become available for reservation.
8. 1 Base management decisions on resource conditions, social preferences, and maintaining the desired future condition of these river segments. Resource indicators, standards, and management actions will be developed through an environmental assessment process (see Appendix B - Monitoring). Continue to monitor LAC in future years to track resource changes over time, provide feedback on the effectiveness of the management actions employed, alert managers to the need to consider further management actions. The Confederated Tribes of Warm Springs have indicated an interest in being involved in the LAC study. Other planning partners will also be invited to participate, as will private and commercial recreation users and other interested publics.
9. 1 Existing state regulations will continue to prohibit the use of personal watercraft upstream of Tumwater Falls.

10. Existing state regulations will continue to seasonally close Segment 1 to motorized boating from May 1 to October 1.
11. Segment 3 will be closed to motorized boating between May 1 and October 1, except use of one small electric motor (40 pounds thrust or less) per boat will be permitted during this period.
12. Segments 2, 10 and 11 will be closed to motorized boating year-round.
13. To protect riparian resources, dispersed use will be managed in areas that can best sustain impacts of camping.
14. Future actions (not described in this document) designed to protect dispersed river campsites will be based on recommendations of a LAC study.
15. Identify preferred dispersed camping areas in Segments 10 and 11, and install signs and parking barriers to protect riparian vegetation.
16. Regulate vehicle traffic by installing signs and vehicle barriers, and provide an area suitable for camping on the west bank of the river near Clarno.
17. Actions to protect resources, such as campsite rehabilitation or closure, may be taken in any segment at any time, if necessary.
18. Prior to placement of vehicle barriers, the ODFW will be requested to provide input on appropriate locations.
19. Improve or upgrade existing facilities, where needed, or to replace those that are permanently closed (but do not develop additional recreation sites) to better meet the needs of the recreational user. Included in this direction:
 - a. *Segment 1:* The BLM will: (1) maintain Cottonwood and Rock Creek recreation sites, improve parking facilities, add a primitive boat ramp, and add a boater registration station at Rock Creek; (2) add picnic tables, plant shade trees, and provide water for a dump station at Cottonwood; and (3) re-establish a Cooperative Management Agreement (CMA) with the Sherman County Historical Society to manage and maintain the Oregon Trail interpretive site and John Day Crossing (west side), develop a small parking area, install access signing, and implement regular maintenance at this interpretive site.
 - b. The BLM will periodically evaluate use patterns along the South Fork and, if necessary to protect resources, develop a campground near Ellingson Mill including a vault toilet, tables, information board, signs, and parking barriers. Prior to developing a campground near Ellingson Mill, the appropriate level of NEPA analysis will be completed and necessary permits obtained.
20. Prior to implementing site-specific implementation actions, the BLM will coordinate with Oregon Parks and Recreation Department (OPRD) to ensure that proposed projects are consistent with State Scenic Waterway regulations, where applicable (see Appendix H). Further coordination with OPRD will take place prior to implementation of actions on state land (Clarno and Cottonwood). Coordination will also take place with ODFW, Division of State Lands, Army Corp of Engineers, Confederated Tribes of Warm Springs, affected counties, and others depending on permit requirements and interest.
21. Maintain public access at existing levels, except as noted below:
 - a. Grade, surface, or widen roads as needed, including the BLM road on the west bank from Clarno to Clarno Homestead, and the road to Priest Hole.
 - b. Improve ditches and culverts, and apply gravel to surface of the South Fork Road.
 - c. Seasonally close the BLM road north of Clarno Homestead during the first 10 days of pheasant season.
 - d. The BLM will coordinate with local governments and landowners to clarify legal public access to the Oregon Trail interpretive site (west side) and McDonald Crossing prior to developing parking areas and signing legal access routes to these sites.
22. Continue to consolidate public land ownership patterns through purchase or exchange, acquisition of easements, and through partnership agreements with willing landowners to resolve public access issues and provide access to high value recreation opportunities. Seek to acquire a river access point on public land at Twickenham from a willing seller, to replace the current private access.

23. The BLM will consult with the Oregon Department of Fish and Wildlife about road maintenance procedures and the placement of ditches and culverts along the South Fork Road, prior to beginning this work.
24. To protect and enhance river values and to provide safe reliable service to the outfitted public, the BLM established the following criteria for awarding commercial permits. When determining whether to accept new commercial permit applications, the BLM will continue to adhere to Bureau policy that considers the following:
 - a. Type of public service to be provided by the permittee or applicant, and consistency with management goals and objectives.
 - b. Ability of permittee/applicant to provide the service and make a business profit.
 - c. Safety of commercial customers.
 - d. The BLM workload in administering and monitoring permits.
25. Additional measures to be taken by the BLM in administering John Day River permits are listed below:
 - a. New and transfer applicants will pay a non-refundable application fee to cover the cost of verifying that application requirements are met.
 - b. The BLM will conduct independent random audits of permit records.
 - c. The BLM will issue new permits at the discretion of the Authorized Officer, if a needs assessment identifies a need for a particular service. Permits will be issued by competitive prospectus among those applicants meeting specific criteria identified by the needs assessment.
 - d. Permit transfers will be processed in accordance with BLM transfer policies.
26. Concession permits will be considered based on the results of a needs assessment.
27. Contact the Confederated Tribes of Warm Springs regarding their interest to provide input into the needs assessment process.
28. Implement and enforce "Rules of Conduct for Designated and Suitable River Corridors" (see Appendix I of this RMP).
29. The BLM developed water quality restoration plans consistent with the ACS objectives and actions identified in this RMP to guide restoration actions, meet BLM's portion of the TMDLs, fit into a multi-jurisdictional water quality management plan, and restore water quality in the plan area. The water quality management plan will be used to direct priorities, to identify site specific projects, and is incorporated by reference as part of this River Plan.
30. WSR recommended flows are identified in Appendix E - Instream Flow Reservations.
31. Recommend for designation by Congress the 37-mile segment of the North Fork John Day River determined suitable as WSR with a Scenic classification and ORVs of fishery, scenery, and recreation. The suitability determination will apply to lands within 0.25 mile of both sides of the 37-mile segment.
 - a. Upon formal designation or release by Congress, review the management direction to ensure compatibility with future Congressional direction. If Congress releases the segment of river determined to be suitable and does not provide additional management direction, this segment and surrounding lands will continue to be managed consistent with direction in this Record of Decision and Approved Resource Management Plan for the John Day Basin, which was designed to address Congress's management objectives identified in the Oregon Land Exchange Act of 2000.

Wilderness and Wilderness Study Areas

The BLM Manual 6340 (Management of Designated Wilderness Areas) provides national guidance on wilderness management. The BLM incorporated this guidance into the Spring Basin Interim Wilderness Management Plan (see Appendix J in this RMP). Managing Spring Basin Wilderness Area in accordance with the interim management plan in the short-term will assure that the area's wilderness values are protected until a management plan can be completed for long-term protection.

Appendix H:

Oregon State Scenic Waterway

June 2, 2000

TO THE READER:

The John Day River system is fortunate to have designation under two important river preservation programs; the National Wild and Scenic Rivers Act and the Oregon Scenic Waterways Act. Together, these two Acts, one a federal program and one a state program, provide the best protection available today for the natural, scenic, and recreational values of our river environments.

The Oregon Parks and Recreation Department administers the Oregon Scenic Waterways Program. The department has participated with the Bureau of Land Management, the Tribes, state agencies, local government and the public in the development of the John Day River Management Plan and Environmental Impact Statement and the Rules of Land Management for the John Day River Scenic Waterway system. We deeply appreciate the opportunity offered by the BLM to include this chapter on the State Scenic Waterway Program and the state Rules of Land Management in the federal John Day River Management Plan. It is our sincere desire that displaying the state program side by side with the federal program in this manner, will give the public a clearer picture and more complete understanding of how these two programs will work together to preserve and protect the outstanding values of the John Day River system.

The rules contained in this chapter were adopted by the Oregon Parks and Recreation Commission on May 31, 2000. When they become effective later this year, these rules will be used by the Parks and Recreation Department in evaluating proposals for development, improvement or alteration of private and non-federal, public lands within the John Day River Scenic Waterway system.

For more information on the State Scenic Waterways Program or the Rules of Land Management for the John Day Scenic Waterway, please contact the Oregon Parks and Recreation Department Rivers Program at 1115 Commercial St. NE, Salem, Oregon, 97301-1002, or call (503) 378-4168.

Sincerely,
Laurie A. Warner
Acting Director Oregon Parks and Recreation Department

Background

The Oregon Scenic Waterways System was created by ballot initiative in 1970. The original Act designated 496 free-flowing miles of six different rivers. Designation of the John Day River main stem accounted for about 147 of these miles. Scenic waterways are defined as including the designated river and related adjacent lands within one-fourth of one mile of the bank on either side of the river.

In 1988, Oregon voters passed a second scenic waterways initiative, the Oregon Rivers Initiative (Ballot Measure #7). This measure added 573 river miles to the Oregon Scenic Waterways System, including 167 additional miles to the John Day River Scenic Waterway. The John Day River addition was divided among four new segments. These segments are: an 11 mile addition to the John Day River Scenic Waterway on the main stem extending upstream from Service Creek to Parrish Creek; a 56 mile addition on the North Fork, from approximately three miles upstream from Monument to the North Fork John Day Wilderness Area; a 71 mile addition on the Middle Fork, from its confluence with the North Fork to its confluence with Crawford Creek; and a 29 mile addition on the South Fork, from the north boundary of the Phillip W. Schneider Wildlife Area (formerly Murderer's Creek Wildlife Area) to the Post-Paulina Road crossing. There are now segments of 19 rivers (1,148 river miles) and one lake (Waldo Lake) in the Oregon Scenic Waterways System.

Rivers can also be added to the system by the state legislature or through administrative act of the Governor. Such actions have added segments of five rivers and the entirety of Waldo Lake to the scenic waterway system.

Administration

Scenic waterways are administered by the Oregon Parks and Recreation Commission in accordance with Oregon Revised Statutes (ORS) 390.805 to 390.925. Oregon Administrative Rules (OAR) have been adopted to govern the program. General rules set forth generic standards that apply to all scenic waterways. Specific rules are also developed for each river during the management planning process. These rules are designed to manage development within the scenic waterway corridor to maintain the natural beauty of the river.

The Scenic Waterways Act and rules require evaluation of proposed land development, improvement or alteration relative to the scenic and aesthetic beauty of the waterway as viewed from the river. This review and evaluation apply to all related adjacent lands within one-fourth of one mile of the banks of the scenic waterway. Landowners wanting to build houses or roads, cut timber, mine, or pursue other similar projects, must make written notification to the Oregon Parks and Recreation Department (OPRD). OPRD reviews the proposal in coordination with other jurisdictions and determines if the proposal will substantially impair the natural beauty of the scenic waterway. When a project is inconsistent with scenic waterway goals, OPRD works with the landowner to resolve conflicts. The Commission has one year from the date of initial notification in which to reach accommodation with the landowner. This may include revising the project or compensating the landowner by purchasing the land or resource or negotiating a scenic easement. If satisfactory resolution is not reached within one year, the landowner may proceed with the initial development proposal.

Local and state agencies must comply with the scenic waterway law and rules. Federal land managing agencies are encouraged to coordinate with OPRD to insure their own land management actions are compatible with scenic waterway management prescriptions.

Management Plans

Scenic waterway management plans (administrative rules) are developed to protect or enhance the aesthetic and scenic values of scenic waterways while allowing compatible agriculture, forestry and other land uses. The plans are composed of management principles, standards and prescriptions applicable to scenic waterway shorelines and related adjacent lands. The rules establish varying intensities of protection or development based on the special attributes of each river segment. This is done through the use of river classifications.

In addition to developing formal management rules, the scenic waterway planning process may also identify other management tools. These may take the form of prescribed agency actions, interagency agreements, agency commitments, and cooperative arrangements with a variety of other parties, all designed to more effectively preserve and protect the natural values and special attributes of scenic waterways.

Scenic Waterway Classification

A scenic waterway may be divided into multiple segments with each segment having its own classification. Scenic waterway segments are assigned one of six possible classifications according to the character of the landscape and the amount and type of development present within the corridor at the time of designation.

The following describes each of the six classifications and the management goals each represents.

Natural River Areas are generally inaccessible, except by trail or river, with primitive or minimally developed shorelines. Preservation and enhancement of the primitive character of these areas are the goals of this classification.

1. 1 Accessible Natural River Areas are readily accessible by road or railroad but otherwise possess the qualities of Natural or Scenic River Areas. Preserving or enhancing the primitive scenic character while allowing compatible recreation use are the goals of this classification.
2. 1 Scenic River Areas are accessible by roads in places but contain related adjacent lands and shorelines still largely primitive and undeveloped except for agriculture and grazing. Scenic River Areas are administered to preserve their undeveloped character, maintain or enhance their high scenic quality, recreation, fish and wildlife values while allowing continued agriculture use.
3. 1 Natural Scenic View Areas possess the qualities of Natural or Scenic River Areas except that one shore and the related adjacent lands have development or access that only qualify for a lesser classification. Protecting or enhancing the primitive scenic character while allowing compatible recreation use are the goals of this classification.
4. 1 Recreational River Areas are readily accessible by road or railroad, may have some development along their shoreline and on related adjacent lands and may have undergone impoundment or diversion in the past. Allowing compatible existing uses and a wide range of river-oriented recreation use while protecting the natural beauty, fish and wildlife values are the management goals of this classification.
5. 1 River Community Areas are river segments where the density of existing structures (residential tract or platted subdivision), or other development precludes a more restrictive classification.
6. 1 River Community Areas are managed to allow development that is compatible with county zoning and blends into the natural character of the surrounding landscape. This also means protecting riparian vegetation and encouraging activities that enhance the landscape.

The rules established for each river classification generally do not affect development existing at the time of scenic waterway designation. None of the classifications are designed as absolute prohibitions of new development. Though some types of improvements require notification, review, and approval, others do not.

Mining, road building, new structures, mobile home placement, land clearing and timber harvest typically must go through the notification process. River classifications and the administrative rules for each scenic waterway determine what proposals may be approved and how they must be conditioned to protect the natural and scenic beauty of the waterway.

Notification and approval is generally not needed for new fences, farm building maintenance, irrigation lines, crop rotation, danger tree removal, residential maintenance and remodeling, homesite landscaping, minor road maintenance and firewood cutting. However, landowners are generally advised to contact OPRD before making any changes to their land within a scenic waterway corridor, especially if it is visible from the river.

Classification for the John Day River Scenic Waterway (Main Stem)

The John Day River main stem from Tumwater Falls to the confluence with Service Creek was designated as a state scenic waterway in 1970. In 1988, an additional 11 miles of river extending upstream from the confluence of Service Creek to the confluence of Parrish Creek was designated as scenic waterway.

Oregon Administrative Rules divide the John Day River Scenic Waterway (main stem) into four reaches. The upstream most reach is classified as a Recreational River Area, followed by a Scenic River Area, a Natural River Area and then another Scenic River Area at the downstream end of the scenic waterway. Amendments to the John Day River Scenic Waterway rules adopted by the Oregon Parks and Recreation Commission in May 2000, lengthened the reach of the Natural River Area segment along the lower John Day River, added more definitive land management rules to the segments of the John Day River between Tumwater Falls and Service Creek, and established management rules for the new scenic waterway segment from Service Creek to Parrish Creek.

The 11.3 mile segment of the John Day River from river mile 168.7, at the confluence with Parrish Creek near Spray, to river mile 157.4, at the confluence with Service Creek, runs parallel to Oregon State Highway 19. Along most of this segment, the highway can be seen from the river. OPRD has classified this scenic waterway segment as a Recreational River Area. The management goal for this segment is to ensure that the view of any new development along the river is unobtrusive as seen from the river.

The 62.4 mile segment of the John Day River from Service Creek, at river mile 157.4, to the Wasco County-Sherman County line, at river mile 95, is fronted mainly by private agricultural lands. Public access along this segment is less prominent than the upstream reach. The management goal for this segment is to allow the continuation of existing farm, rural residential and recreation uses while protecting the scenic character of the river. OPRD has classified this segment of river as a Scenic River Area.

The 51.7 mile segment of the John Day River from the Wasco County-Sherman County line, at river mile 95, downstream to river mile 43.3, about three and one-half miles upstream from Cottonwood Bridge, is largely inaccessible by road. This segment of river is remotely located between steep-walled canyons where very little sign of structures or human settlement exists. River frontage in this segment is mainly Bureau of Land Management administered public land. The management goal for this segment is to preserve and protect the primitive, undeveloped character of the river corridor. OPRD has classified this segment as a Natural River Area.

The lower 33.3 mile segment of the John Day River Scenic Waterway begins at river mile 43.3, upstream from Cottonwood Bridge, and terminates at river mile 10 at Tumwater Falls. This segment is fronted mostly by private agriculture and range lands. The management goal for this segment is to allow the continuation of existing farm, rural residential and recreation uses while protecting the scenic character of the river corridor. The classification for this segment is Scenic River Area.

Land Management Rules for the John Day River Scenic Waterway (Main Stem)

736-040-0065

John Day River Scenic Waterway

1. 1 Natural River Area:

- a. 1 That segment of the scenic waterway beginning at the intersection of the John Day River with the township line between Township 5 South and Township 6 South, Willamette Meridian, at about river mile 95, thence downstream approximately 51.7 miles to the intersection of the John Day River

- with the southern section line of Section 30, Township 1 South, Range 19 East, Willamette Meridian, (Section 30, T 1S, R 19E, W.M.) at about river mile 43.3, is classified as a Natural River Area;
- b. 1 This Natural River Area shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1) (a) (C). In addition to these standards, all new development in resource zones (i.e. farm-related dwellings) shall comply with Gilliam County or Sherman County land use regulations.
 - c. 1 New structures and associated improvements shall be totally screened from view from the river by topography and/or vegetation, except as provided under OAR 736-040-0030(5), and except those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on the site, the structure or improvement may be permitted if native vegetation can be established to provide total screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of “total screening,” as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native evergreen and deciduous vegetation to totally obscure (100%) the subject improvement.
 - d. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
 - e. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed mining site, the mining operation may be permitted if native vegetation can be established to provide total screening of the proposed mining site within a reasonable time (4-5 years).
 - f. 1 New roads may be permitted only when totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed road, the road may be permitted if acceptable topography can be created or road design techniques used to totally screen the road at the time of construction or native vegetation can be established to provide total screening of the proposed road within a reasonable time (4-5 years).
 - g. 1 Where existing roads are visible from the river, major extensions, realignments, or upgrades to existing roads shall not be permitted. Necessary minor road improvements shall be substantially screened from view from the river. If inadequate topography or vegetation exists to substantially screen the road improvement, the road improvement may be permitted if acceptable topography can be created or road design techniques used to substantially screen the road at the time of construction or native vegetation can be established to provide substantial screening of the road improvement within a reasonable time (4-5 years). The condition of “substantial screening,” as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to substantially obscure (at least 75%) the subject improvement. When an existing road is regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
 - h. 1 Visible tree harvest or other vegetation management may be permitted provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, “enhance” means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
 - i. 1 Improvements needed for public recreation use or resource protection may be visible from the river, but shall be primitive in character and designed to blend with the natural character of the landscape.

- j. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground and vegetation disturbance, and employ non-visible alternatives when reasonably possible.
- k. 1 Whenever the standards of OAR 736-040-0035 and Section (1), Subsections (a) through (j) of this rule, are more restrictive than the Gilliam and Sherman County Land Use and Development Ordinances, the above Oregon Administrative Rules shall apply.
- 2. 1 Scenic River Areas: two segments of the John Day River main stem are designated as Scenic River Areas:
 - a. That segment of scenic waterway beginning at the confluence of Service Creek at about river mile 157.4 and extending downstream approximately 62.4 miles to the intersection of the John Day River with the township line between Township 5 South and Township 6 South, Willamette Meridian, at about river mile 95, is classified as a Scenic River Area;
 - b. 1 That segment of scenic waterway beginning at the intersection of the John Day River with the southern section line of Section 30, Township 1 South, Range 19 East, Willamette Meridian, (Section 30, T 1S, R 19E, W.M.) at about river mile 43.3 and extending approximately 33.3 miles downstream to Tumwater Falls, at about river mile 10, is classified as a Scenic River Area.
 - c. 1 These Scenic River Areas shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(b)(B). In addition to these standards, all new development in resource zones (i.e. farm related dwellings) shall comply with Sherman County, Gilliam County, Wasco County, Wheeler County, or Jefferson County land use regulations, whichever applies.
 - d. 1 New structures and associated improvements shall be substantially screened by topography and/or native vegetation, except as provided under OAR 736-040-0030(5), and except for those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on a site, the structure or improvement may be permitted if native vegetation can be established to provide substantial screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of "substantial screening," as used in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to substantially obscure (at least 75%) the viewed structure or improvement.
 - e. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
 - f. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists on a site, mining and similar forms of development may be permitted if native vegetation can be established to provide total screening of the affected area within a reasonable time (4-5 years). The condition of "total screening," as used in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to totally obscure (100%) the subject improvement.
 - g. 1 New roads may be permitted only when totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed road, the road may be permitted if acceptable topography can be created or road design techniques used to totally screen the road at the time of construction or native vegetation can be established to provide total screening of the proposed road within a reasonable time (4-5 years).
 - h. 1 Where existing roads are visible from the river, extensions, realignments, upgrades, or other improvements, shall only be permitted when substantially screened from view from the river. If inadequate topography or vegetation exists to provide substantial screening, the road improvement may be permitted if acceptable topography can be created or road design techniques used to substantially screen the road at the time of construction or native vegetation can be established to provide substantial screening of the subject improvement within a reasonable time (4-5 years). When an existing road is improved or regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
 - i. 1 Visible tree harvest or other vegetation management may be allowed provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;

- B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, “enhance” means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
- j. 1 Improvements needed for public recreation use or resource protection may be visible from the river, but shall be primitive in character and designed to blend with the natural character of the landscape.
 - k. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground and vegetation disturbance, and employ non-visible alternatives when reasonably possible.
 - l. 1 Whenever the standards of OAR 736-040-0035 and Section (2), Subsections (a) through (k) of this rule are more restrictive than the applicable County Land Use Development Ordinances, the above Oregon Administrative rules shall apply.
3. 1 Recreational River Area:
- a. 1 That segment of scenic waterway beginning at the confluence of Parrish Creek, at about river mile 168.7, about one mile west of Spray and extending downstream approximately 11.3 miles to the confluence of Service Creek, at about river mile 157.4, is classified as a Recreational River Area.
 - b. 1 This Recreational River Area shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(c)(B). In addition to these standards, all new development in resource zones (i.e. farm and forest related dwellings) shall comply with Wheeler County land use regulations.
 - c. 1 New structures and associated improvements shall be moderately screened from view from the river by topography and/or vegetation, except as provided by OAR 736-040-0030(5) and except those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on a site, the structure or improvement may be permitted if native vegetation can be established to provide moderate screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of “moderate screening,” as used in Section (3) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to moderately obscure (at least 50%) the viewed improvement or structure.
 - d. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
 - e. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists on a site, mining and similar forms of development may be permitted if native vegetation can be established to provide total screening of the affected area within a reasonable time (4-5 years). The condition of “total screening,” as used in Section (3) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to totally obscure (100%) the altered improvement site.
 - f. 1 New roads constructed for agricultural use, mining or residential use shall be moderately screened with vegetation and/or topography. If inadequate topographic or vegetative screening exists, the road may be permitted if acceptable topography can be created or road design techniques used to moderately screen the road at the time of construction or native vegetation can be established to provide moderate screening of the road within a reasonable time (4-5 years).
 - g. 1 Where existing roads are visible from the river, extensions, realignments, upgrades, or other improvements, shall only be permitted when partially screened from view from the river. If inadequate topography or vegetation exists to provide partial screening, the road improvement may be permitted if acceptable topography can be created or road design techniques used to partially screen the road at the time of construction or native vegetation can be established to provide partial

screening of the subject improvement within a reasonable time (4 -5 years). The condition of “partial screening,” as used in Section (3) of this rule shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to partially obscure (at least 30%) views of the road improvement. When an existing road is improved or regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.

- h. 1 Visible tree harvest or other vegetation management may be allowed provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, “enhance” means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
- i. 1 Improvements needed for public recreation use or resource protection may be visible from the river, but shall be primitive in character and designed to blend with the natural character of the landscape.
- j. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground and vegetation disturbance, and employ non-visible alternatives when reasonably possible.
- k. 1 Whenever the standards of OAR 736-040-0035 and Section (3), Subsections (c) through (j) of this rule are more restrictive than Wheeler County Land Use and Development Ordinances, the above Oregon Administrative Rules shall apply.

Classification for the North Fork John Day River Scenic Waterway

The North Fork John Day River was designated a scenic waterway in 1988. The designated reach extends approximately 56.2 miles from the North Fork John Day Wilderness boundary at about river mile 76.7, downstream to about river mile 20.3 approximately three miles upstream from Monument. OPRD divides the North Fork John Day River Scenic Waterway into three segments.

The upper segment begins at the North Fork John Day Wilderness boundary at about river mile 76.7 and extends downstream approximately 16.7 miles to the State Highway 395 Bridge crossing at about river mile 60, just north of Dale. A primitive road, intermittently visible from the river runs along the north side of the river for most of this segment. Publicly owned National Forest land borders the river for most of this segment. Cattle grazing and timber harvest is common on the privately owned parcels along this reach of river. The impact of these activities as viewed from the river has, for the most part, been minimal. Dwellings, ranch buildings and public campground structures are lightly distributed making the overall impression one of primitiveness and isolation. The management goal is to preserve the primitive character of the landscape throughout this portion of the river corridor. OPRD classifies this segment of scenic waterway as an **Accessible Natural River Area**.

The next scenic waterway segment extends from about river mile 60, at the State Highway 395 Bridge crossing, downstream approximately three miles to the confluence of Camas Creek at about river mile 57. State Highway 395 closely parallels the north bank of the river throughout this segment and is readily visible from the river. River frontage on both banks is primarily privately owned. The management goal for this section is to ensure that the view of any new developments is unobtrusive as seen from the river. OPRD classifies this segment of scenic waterway as a **Recreational River Area**.

The third North Fork scenic waterway segment extends approximately 36.7 miles from the confluence with Camas Creek downstream to about river mile 20.3 approximately three miles north of Monument. Landownership in this reach is a patchwork of private holdings and public lands managed by the Bureau of Land Management. The upstream half of this segment is closely paralleled by a road which is visible from the river. The lower half of the reach is essentially unroaded. As with the upstream most segment of this scenic waterway, range and timber practices provide the economic base and evidence of settlement is minimal. The management goal is to maintain the primitive character of the river corridor. OPRD classifies this segment as an **Accessible Natural River Area**.

Land Management Rules for the North Fork John Day River Scenic Waterway

736-040-0066

North Fork John Day River Scenic Waterway

1. 1 Accessible Natural River Areas: two segments of the North Fork John Day River are designated Accessible Natural River Areas:
 - a. 1 That segment of scenic waterway beginning at the west boundary of the North Fork John Day Wilderness in the Umatilla National Forest as that boundary was constituted on December 8, 1988, being at about river mile 76.7, where the North Fork John Day River intersects the western section line of Section 18, Township 7 South, Range 34 East, Willamette Meridian, (Section 18, T 7S, R 34E, W.M.) and extending downstream approximately 16.7 miles to the State Highway 395 Bridge crossing, at about river mile 60, is classified as an Accessible Natural River Area;
 - b. 1 That segment of scenic waterway beginning at the confluence of Camas Creek, at about river mile 57, and extending downstream approximately 36.7 miles to the intersection with the northern boundary of the south one-half of Section 20, Township 8 South, Range 28 East, Willamette Meridian, (Section 20, T 8S, R 28E, W.M.) at about river mile 20.3, is classified as an Accessible Natural River Area.
 - c. 1 These Accessible Natural River Areas shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(e)(B). In addition to these standards, all new development in resource zones (i.e. farm and forest related dwellings) shall comply with Grant or Umatilla County land use regulations.
 - d. 1 New structures and associated improvements shall be totally screened from view from the river by topography and/or vegetation, except as provided under OAR 736-040-0030(5), and except those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on the site, the structure or improvement may be permitted if native vegetation can be established to provide total screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of "total screening," as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native evergreen and deciduous vegetation to totally obscure (100%) the subject improvement.
 - e. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
 - f. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed mining site, the mining operation may be permitted if native vegetation can be established to provide total screening of the proposed mining site within a reasonable time (4-5 years).
 - g. 1 New roads may be permitted only when totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed road, the road may be permitted if acceptable topography can be created or road design

techniques used to totally screen the road at the time of construction or native vegetation can be established to provide total screening of the proposed road within a reasonable time (4-5 years).

- h. 1 Where existing roads are visible from the river, major extensions, realignments, or upgrades to existing roads shall not be permitted. Necessary minor road improvements shall be substantially screened from view from the river. If inadequate topography or vegetation exists to substantially screen the road improvement, the road improvement may be permitted if acceptable topography can be created or road design techniques used to substantially screen the road at the time of construction or native vegetation can be established to provide substantial screening of the road improvement within a reasonable time (4-5 years). The condition of "substantial screening," as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to substantially obscure (at least 75%) the subject improvement. When an existing road is regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
- i. 1 Visible tree harvest or other vegetation management may be permitted provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, "enhance" means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
- j. 1 Improvements needed for public recreation use or resource protection may be visible from the river, but shall be primitive in character and designed to blend with the natural character of the landscape.
- k. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground and vegetation disturbance, and employ non-visible alternatives when reasonably possible.
- l. 1 Whenever the standards of OAR 736-040-0035 and Section (1), Subsections (c) through (k) of this rule are more restrictive than Grant County's or Umatilla County's Land Use and Development Ordinance, the above Oregon Administrative Rules shall apply.

2. 1 Recreational River Area:

- a. 1 That segment of scenic waterway beginning at the State Highway 395 Bridge crossing, at about river mile 60, and extending downstream approximately three miles to the confluence of Camas Creek, at about river mile 57, is classified as a Recreational River Area.
- b. 1 This Recreational River Area shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(c)(B). In addition to these standards, all new development in resource zones (i.e. farm and forest related dwellings) shall comply with Grant County or Umatilla County land use regulations.
- c. 1 New structures and associated improvements shall be moderately screened from view from the river by topography and/or vegetation, except as provided by OAR 736-040-0030(5), and except those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on a site, the structure or improvement may be permitted if native vegetation can be established to provide moderate screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of "moderate screening," as used in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to moderately obscure (at least 50%) the viewed improvement or structure.
- d. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.

- e. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists on a site, mining and similar forms of development may be permitted if native vegetation can be established to provide total screening of the affected area within a reasonable time (4-5 years). The condition of “total screening,” as used in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to totally obscure (100%) the altered improvement site.
- f. 1 New roads constructed for agricultural use, mining or residential use shall be moderately screened with vegetation and/or topography. If inadequate topographic or vegetative screening exists, the road may be permitted if acceptable topography can be created or road design techniques used to moderately screen the road at the time of construction or native vegetation can be established to provide moderate screening of the road within a reasonable time (4-5 years).
- g. 1 Where existing roads are visible from the river, extensions, realignments, upgrades, or other improvements, shall only be permitted when partially screened from view from the river. If inadequate topography or vegetation exists to provide partial screening, the road improvement may be permitted if acceptable topography can be created or road design techniques used to partially screen the road at the time of construction or native vegetation can be established to provide partial screening of the subject improvement within a reasonable time (4-5 years). The condition of “partial screening,” as used in Section (2) of this rule shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to partially obscure (at least 30%) views of the road improvement. When an existing road is improved or regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
- h. 1 Visible tree harvest or other vegetation management may be allowed provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, “enhance” means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
- i. 1 Improvements needed for public outdoor recreation use or resource protection may be visible from the river, but shall be primitive in character and designed to blend with the natural character of the landscape.
- j. 1 Whenever the standards of OAR 736-040-0035 and Section (2), Subsections (c) through (i) of this rule are more restrictive than Grant County or Umatilla County Land Use and Development Ordinances, the above Oregon Administrative Rules shall apply.

Classification for the Middle Fork John Day River Scenic Waterway

The Middle Fork John Day River was designated a scenic waterway in 1988. The designated reach begins at about river mile 71, at the confluence with Crawford Creek, and extends approximately 71 miles to the confluence of the Middle Fork with the North Fork John Day River. OPRD divides the Middle Fork John Day River into two scenic waterway segments.

The first segment extends from Crawford Creek downstream approximately 60 miles to about river mile 11 approximately four miles downstream from Ritter. The upper 30 miles of this segment flows through an interspersed ownership of private parcels and public lands managed by the Malheur National Forest. The lower 30 miles is bounded mostly by private lands. This river segment is paralleled by a paved but lightly traveled road that provides access to thinly distributed ranches and rural dwellings. The road and development in the area is not obtrusive on the view from the river. The management goal is to allow continuation of existing farm, forest, rural residential and recreational uses while protecting the scenic character of the river corridor. OPRD classifies this segment of the river as a **Scenic River Area**.

The second scenic waterway segment extends from about river mile 11 to the confluence with the North Fork John Day River. While this segment of river is bordered by mostly private lands, it flows through a steep walled canyon, is inaccessible by road and exhibits little sign of settlement or development. The management goal is to preserve and protect the primitive undeveloped character of the river corridor. OPRD classifies this segment of scenic waterway as a **Natural River Area**.

Land Management Rules for the Middle Fork John Day River Scenic Waterway

736-040-0067

Middle Fork John Day River Scenic Waterway

1. 1 Natural River Area:

- a. 1 That segment of scenic waterway beginning at the intersection of the Middle Fork John Day River with the eastern section line of Section 11, Township 8 South, Range 29 East, Willamette Meridian, (Section 11, T 8S, R 29E, W.M.), at about river mile 11, and extending downstream approximately 11 miles to its confluence with the North Fork John Day River is classified as a Natural River Area.
- b. 1 This Natural River Area shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(a)(C). In addition to these standards, all new development in resource zones (i.e. farm and forest related dwellings) shall comply with Grant County land use regulations.
- c. 1 New structures and associated improvements shall be totally screened from view from the river by topography and/or vegetation, except as provided under OAR 736-040-0030(5), and except those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on the site, the structure or improvement may be permitted if native vegetation can be established to provide total screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of "total screening," as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native evergreen and deciduous vegetation to totally obscure (100%) the subject improvement.
- d. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
- e. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed mining site, the mining operation may be permitted if native vegetation can be established to provide total screening of the proposed mining site within a reasonable time (4-5 years).
- f. 1 New roads may be permitted only when totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed road, the road may be permitted if acceptable topography can be created or road design techniques used to totally screen the road at the time of construction or native vegetation can be established to provide total screening of the proposed road within a reasonable time (4-5 years).

- g. 1 Where existing roads are visible from the river, major extensions, realignments, or upgrades to existing roads shall not be permitted. Necessary minor road improvements shall be substantially screened from view from the river. If inadequate topography or vegetation exists to substantially screen the road improvement, the road improvement may be permitted if acceptable topography can be created or road design techniques used to substantially screen the road at the time of construction or native vegetation can be established to provide substantial screening of the road improvement within a reasonable time (4-5 years). The condition of “substantial screening,” as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to substantially obscure (at least 75%) the subject improvement. When an existing road is regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
 - h. 1 Visible tree harvest or other vegetation management may be permitted provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, “enhance” means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
 - i. 1 Improvements needed for public outdoor recreation or resource protection may be visible from the river but shall be primitive in character and designed to blend with the natural character of the landscape.
 - j. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground and vegetation disturbance, and employ non-visible alternatives when reasonably possible.
 - k. 1 Whenever the standards of OAR 736-040-0035 and Section (1), Subsections (c) through (j) of this rule are more restrictive than the Grant County Land Use and Development Ordinance, the above Oregon Administrative Rules shall apply.
2. 1 Scenic River Area:
- a. 1 That segment of scenic waterway beginning at the confluence with Crawford Creek at about river mile 71, being in the Northwest 1/4 of Section 25, Township 11 South, Range 35 East, Willamette Meridian, (NW 1/4, Section 25, T 11S, R 35E, W.M.) and extending downstream approximately 60 miles to the intersection of the Middle Fork John Day River with the eastern section line of Section 11, Township 8 South, Range 29 East, Willamette Meridian, (Section 11, T 8S, R 29E, W.M.), at about river mile 11, is classified as a Scenic River Area.
 - b. 1 This Scenic River Area shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(b)(B). In addition to these standards, all new development in resource zones (i.e. farm and forest related dwellings) shall comply with Grant County land use regulations.
 - c. 1 New structures and associated improvements shall be substantially screened by topography and/or native vegetation, except as provided under OAR 736-040-0030(5), and except for those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on a site, the structure or improvement may be permitted if native vegetation can be established to provide substantial screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of “substantial screening,” as used in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to substantially obscure (at least 75%) the viewed structure or improvement.
 - d. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
 - e. 1 New mining operations, except recreational placer mining and recreational prospecting, as those

terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists on a site, mining and similar forms of development may be permitted if native vegetation can be established to provide total screening of the affected area within a reasonable time (4-5 years). The condition of "total screening," as used in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to totally obscure (100%) the subject improvement.

- f. 1 New roads may be permitted only when totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed road, the road may be permitted if acceptable topography can be created or road design techniques used to totally screen the road at the time of construction or native vegetation can be established to provide total screening of the proposed road within a reasonable time (4-5 years).
- g. 1 Where existing roads are visible from the river, extensions, realignments, upgrades, or other improvements, shall only be permitted when substantially screened from view from the river. If inadequate topography or vegetation exists to provide substantial screening, the road improvement may be permitted if acceptable topography can be created or road design techniques used to substantially screen the road at the time of construction or native vegetation can be established to provide substantial screening of the subject improvement within a reasonable time (4-5 years). When an existing road is improved or regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
- h. 1 Visible tree harvest or other vegetation management may be allowed provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, "enhance" means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
- i. 1 Improvements needed for public outdoor recreation use or resource protection may be visible from the river but shall be primitive in character and designed to blend with the natural character of the landscape.
- j. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground and vegetation disturbance, and employ non-visible alternatives when reasonably possible.
- k. 1 Whenever the standards of OAR 736-040-0035 and Section (2), Subsections (c) through (j) of this rule are more restrictive than the Grant County Land Use and Development Ordinance, the above Oregon Administrative Rule shall apply.

Classification for the South Fork John Day River Scenic Waterway

The South Fork John Day River was designated a scenic waterway in 1988. The designated reach extends from the Post-Paulina Road crossing near river mile 35, downstream approximately 29 miles to the northern border of the Phillip W. Schneider Wildlife Area (formerly Murder's Creek Wildlife Area) at about river mile six. OPRD divides this reach into two segments.

The first segment extends from the Post-Paulina Road crossing downstream approximately five miles to Ellingson Mill. This section of river is paralleled by a gravel road which crosses from the east bank to the west bank at Ellingson Mill and can be seen frequently from the river. The road is lightly traveled and provides access to a few ranch dwellings. Utility lines also follow the road and river in this segment. In this segment, the river flows through public lands, managed by the Bureau of Land Management, interspersed with private holdings. The management goal is to allow the continuation of existing ranch, forest and recreation uses while protecting the scenic character of the river corridor. OPRD classifies this segment as a **Scenic River Area**.

The remaining segment of the South Fork extends from Ellingson Mill approximately 24 miles downstream to about river mile six at the north boundary of the Phillip W. Schneider Wildlife Area. The river is paralleled by an all season road which begins on the west river bank, crosses the river shortly downstream from Izee Falls, follows the east bank to the end of the segment and is visible from the river at numerous locations. River frontage in this segment includes state owned lands as well as private parcels and BLM managed lands. While there is access to the river in this segment, there is little evidence of development or settlement. The management goal for this reach is to preserve and protect the fairly primitive and undeveloped character of the river corridor. OPRD classifies this segment as an **Accessible Natural River Area**.

Land Management Rules for the South Fork John Day River Scenic Waterway

736-040-0068

South Fork John Day River Scenic Waterway

1. 1 Accessible Natural River Area:

- a. 1 That segment of scenic waterway beginning at Ellingson Mill at about river mile 30, being at the intersection of the South Fork John Day River with the northern section line of Section 29, Township 16 South, Range 27 East, Willamette Meridian, (Section 29, T 16S, R 27E, W.M.) and extending downstream approximately 24 miles to the north boundary of the Murder's Creek Wildlife Area as constituted on December 8, 1988, at about river mile six, being in the Southeast 1/4 of Section 24, Township 13 South, Range 26 East, Willamette Meridian, (SE1/4, Section 24, T 13S, R 26E, W.M.) is classified as an Accessible Natural River Area.
- b. 1 This Accessible Natural River Area shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(e)(B). In addition to these standards, all new development in resource zones (i.e. farm and forest related dwellings) shall comply with Grant County land use regulations.
- c. 1 New structures and associated improvements shall be totally screened from view from the river by topography and/or vegetation, except as provided under OAR 736-040-0030(5), and except those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on the site, the structure or improvement may be permitted if native vegetation can be established to provide total screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of "total screening," as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native evergreen and deciduous vegetation to totally obscure (100%) the subject improvement.
- d. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
- e. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed mining site, the mining operation may be permitted if native vegetation can be established to provide total screening of the proposed mining site within a reasonable time (4-5 years).

- f. 1 New roads may be permitted only when totally screened from view from the river by topography and/ or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed road, the road may be permitted if acceptable topography can be created or road design techniques used to totally screen the road at the time of construction or native vegetation can be established to provide total screening of the proposed road within a reasonable time (4-5 years).
- g. 1 Where existing roads are visible from the river, major extensions, realignments, or upgrades to existing roads shall not be permitted. Necessary minor road improvements shall be substantially screened from view from the river. If inadequate topography or vegetation exists to substantially screen the road improvement, the road improvement may be permitted if acceptable topography can be created or road design techniques used to substantially screen the road at the time of construction or native vegetation can be established to provide substantial screening of the road improvement within a reasonable time (4 -5 years). The condition of "substantial screening," as used in Section (1) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to substantially obscure (at least 75%) the subject improvement. When an existing road is regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
- h. 1 Visible tree harvest or other vegetation management may be allowed provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, "enhance" means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
- i. 1 Improvements needed for public outdoor recreation use or resource protection may be visible from the river, but shall be primitive in character and designed to blend with the natural character of the landscape.
- j. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground and vegetation disturbance, and employ non-visible alternatives when reasonably possible.
- k. 1 Whenever the standards of OAR 736-040-0035 and Section (1), Subsections (c) through (j) of this rule are more restrictive than the Grant County Land Use and Development Ordinance, the above Oregon Administrative Rules shall apply.

2. 1 Scenic River Area:

- a. 1 That segment of scenic waterway beginning at the Post -Paulina Road crossing at about river mile 35, being in the Northwest 1/4 of Section 9, Township 17 South, Range 27 East, Willamette Meridian, (NW1/4, Section 9, T 17S, R 27E, W.M.) and extending downstream approximately five miles to Ellingson Mill at about river mile 30, being at the intersection of the South Fork John Day River with the northern, section line of Section 29, Township 16 South, Range 27 East, Willamette Meridian, (Section 29, T 16S, R 27E, W.M.) is classified as a Scenic River Area.
- b. 1 This Scenic River Area shall be administered consistent with the standards set by OAR 736-040-0035 and OAR 736-040-0040(1)(b)(B). In addition to these standards, all new development in resource zones (i.e. farm and forest related dwellings) shall comply with Grant County land use regulations.
- c. 1 New structures and associated improvements shall be substantially screened by topography and/ or native vegetation, except as provided under OAR 736-040-0030(5), and except for those minimal facilities needed for public outdoor recreation or resource protection. If inadequate topographic or vegetative screening exists on a site, the structure or improvement may be permitted if native vegetation can be established to provide substantial screening of the proposed structure or improvement within a reasonable time (4-5 years). The condition of "substantial screening," as used

- in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to substantially obscure (at least 75%) the viewed structure or improvement.
- d. 1 Commercial public service facilities, including resorts and motels, lodges and trailer parks which are visible from the river, shall not be permitted.
 - e. 1 New mining operations, except recreational placer mining and recreational prospecting, as those terms are defined and used in ORS 390.835, and similar improvements, shall be permitted only when they are totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists on a site, mining and similar forms of development may be permitted if native vegetation can be established to provide total screening of the affected area within a reasonable time (4-5 years). The condition of “total screening,” as used in Section (2) of this rule, shall consist of adequate topography and/or density and mixture of native, evergreen and deciduous vegetation to totally obscure (100%) the subject improvement.
 - f. 1 New roads may be permitted only when totally screened from view from the river by topography and/or vegetation. If inadequate topographic or vegetative screening exists to totally screen the proposed road, the road may be permitted if acceptable topography can be created or road design techniques used to totally screen the road at the time of construction or native vegetation can be established to provide total screening of the proposed road within a reasonable time (4-5 years).
 - g. 1 Where existing roads are visible from the river, extensions, realignments, upgrades, or other improvements, shall only be permitted when substantially screened from view from the river. If inadequate topography or vegetation exists to provide substantial screening, the road improvement may be permitted if acceptable topography can be created or road design techniques used to substantially screen the road at the time of construction or native vegetation can be established to provide substantial screening of the subject improvement within a reasonable time (4-5 years). When an existing road is improved or regraded, no side cast into or visible from the river shall be permitted. Excess material shall be hauled to locations out of view from the river.
 - h. 1 Visible tree harvest or other vegetation management may be allowed provided that:
 - A. The operation complies with the relevant Forest Practices Act rules;
 - B. Harvest and management methods with low visual impact are used;
 - C. The harvest or vegetation management does not degrade the riparian buffer of any waterway; and
 - D. The harvest or vegetation management is designed to enhance the scenic view within a reasonable time (5-10 years). For the purposes of this paragraph, “enhance” means to benefit forest ecosystem function and vegetative health by optimizing forest stand densities and vegetative composition, fostering forest landscape diversity and promoting sustainable forest values.
 - i. 1 Improvements needed for public outdoor recreation use or resource protection may be visible from the river but shall be primitive in character and designed to blend with the natural character of the landscape.
 - j. 1 Proposed utility facilities shall share existing utility corridors, minimize any ground or vegetation disturbance, and employ non-visible alternatives when reasonably possible.
 - k. 1 Whenever the standards of OAR 736-040-0035 and Section (2), Subsections (c) through (j) of this rule are more restrictive than the Grant County Land Use and Development Ordinance, the above Oregon Administrative Rule shall apply.

National Park Service

Historic Routes and Significant Resources

Historic Routes



OREGON NATIONAL HISTORIC TRAIL

The enabling legislation (Public Law 95-625 amendment to the National Trails System Act, PL 90-543) authorized a primary route between Independence, Missouri, and Oregon City, Oregon. Table 1 summarizes the approximate miles by state. The general route is shown on map 1. An official route map for the Oregon National Historic Trail, as required by the National Trails System Act, has been prepared, and the route has been digitized using ARC-INFO, a geographic information system (GIS). The description of the route will be published in the *Federal Register*. If new research identifies more accurate route locations, an official notice of correction will be published.

When the Oregon National Historic Trail legislation was passed, Congress decided to concentrate on the most important right-of-way for purposes of official designation and marking. Where an alternative right-of-way of equal importance existed, both were selected. The years 1841–48 were designated for determining the primary route to avoid confusion with the route of the forty-niners to California. This route also includes the Barlow Road between The Dalles and Oregon City, Oregon, which was developed in 1846. Congress authorized a single route, except for a 126-mile branch (South Alternate Route) between Three Island Crossing, Idaho, and eastern Oregon, and a 114-mile branch (Columbia River Route) used between 1841 and 1846 extending from The Dalles to Oregon City, Oregon (see maps 1 and 7-9).

The route of the Oregon National Historic Trail begins at Independence, Missouri. The emigrants followed the older Santa Fe Trail to the southwest for about 40 miles, then headed northwest for the Platte River. Emigrants crossed the rolling hills of the eastern Great Plains, bisected by numerous rivers and streams, such as the Wakarusa, Kansas, Red Vermillion, Black Vermillion, and Big Blue Rivers. They followed the Little Blue River valley (into Nebraska), and when the river turned south, they continued northwest to the broad Platte River valley.

The emigrants followed the Platte River to its confluence in western Nebraska, crossed the South Platte near California Hill, and descended in the North Platte valley through Ash Hollow. After Ft. Laramie, the first major stopping place on the trail, emigrants moved northwest over the dry ranges connecting the meanders of the North Platte River, crossed and left the North Platte at present-day Casper, and

Table 1: Oregon National Historic Trail — Route Miles by State

State	Miles
Missouri	16
Kansas	165
Nebraska	424
Wyoming	491
Idaho	510
Oregon	524
Total	2,130

headed southwest across the high range country of Wyoming toward Independence Rock.

After South Pass, which many emigrants considered to be the halfway point of their trip, they crossed the Dry Sandy and the Big Sandy and eventually reached the welcome water, grass, and shade of the Green River. They then proceeded to Fort Bridger, the second of the major resupply points along the trail, which was then a small and isolated fur trading post.

After Fort Bridger the emigrants went over the rugged Bear River Divide, followed the Bear River into Idaho, and then left it to head across the desert toward Fort Hall, on the banks of the Snake River. Fort Hall was a fur trading post operated by the Hudson's Bay Company. It was also a supply point and aid station for the weary emigrants.

After Fort Hall the emigrants followed the Snake River through southern Idaho. They forded the Snake River at Three Island Crossing whenever possible. Once across, they skirted the mountains north of the Snake toward Fort Boise, another Hudson's Bay Company trading post, and another spot where rest and resupply were possible before crossing the Snake. Approximately half of the emigrants were unable to cross the river at Three Island Crossing, and were forced to use the 126-mile South Alternate Route. Days of hot and dusty travel along the south bank of the Snake awaited emigrants before they could rejoin the main route just west of Fort Boise.

After Fort Boise the emigrants crossed the arid rangeland of eastern Oregon, broken by the Malheur River, and met the Snake for the last time at Farewell Bend. They then turned northwest toward the Columbia River at The Dalles and the Blue Mountains. After the taxing crossing of the Blue Mountains, emigrants turned west and crossed north-central Oregon. They forded the John Day and Deschutes Rivers, finally descending into the Columbia River valley just east of The Dalles.

The overland portion of the trail ended at The Dalles until 1846, when the Barlow Road was opened. Before that time, the emigrants built rafts to travel down the Columbia River to Fort Vancouver, and then up the Willamette River to Oregon City. After 1846 most emigrants preferred to head south from The Dalles to Tygh Valley and then west across the southern shoulder of Mount Hood on the Barlow Road. They then crossed the Cascade Range at Barlow Pass and descended into Oregon City.



CALIFORNIA NATIONAL HISTORIC TRAIL

According to an opinion of the U.S. Department of the Interior's Office of the Solicitor (see appendix C), only those routes and cutoffs identified in the 1987 NPS *Feasibility Study* constitute the authorized route of the California National Historic Trail (see maps 1-6). Table 2 summarizes the approximate number of trail miles by state.

An official route map for the California National Historic Trail, as required by the National Trails System Act, has been prepared, and the routes have been digitized in a GIS format using ARC-INFO. The description of the routes will be published in the *Federal Register*. If new research identifies more accurate trail locations, an official notice of correction will be published.

The NPS 1987 *Feasibility Study* identified the following routes and cutoffs as constituting the congressionally authorized California National Historic Trail. (To help locate the trails, geographic references to present-day towns and highways are used, even though these designations may not have existed during the period being described.)

Main Trail from Independence (Missouri) to the Humboldt Sink(Nevada)

The primary route of the Oregon-California Trail left from Upper Independence Landing at Wayne City and ascended the steep river

Table 2: California National Historic Trail — Route Miles by State	
State	Miles
Missouri	18
Kansas	290
Nebraska	1,067
Colorado	16
Wyoming.....	1,088
Idaho	457
Oregon	424
Utah	349
Nevada	1,136
California	994
Total	5,839

bluffs to Independence, Missouri, where emigrants outfitted for the journey. Referred to as the Independence Road, the route followed the older Santa Fe Trail southwest out of Independence, crossed the Big Blue River at Red Bridge crossing, and intersected the Westport Road west of present-day Gardner, Kansas. Turning northwest from the Santa Fe Trail, the trail intersected the Westport-Lawrence Road on the Wakarusa River, crossed the Wakarusa River near Lawrence and the Kansas River near Topeka, intersected the Fort Leavenworth-Kansas River Route, and paralleled the north side of the Kansas River. After crossing Red Vermillion Creek, the trail turned north to intersect the St. Joe Road west of present-day Marysville, Kansas.

In Nebraska the trail paralleled the north side of the Little Blue River, intersecting the Oxbow Trail on the south bank of the Platte River (15 miles west of Fort Kearny). Here the trail followed the south bank of the Platte River west to the fork of the Platte. Emigrants followed the south bank of the South Platte and crossed at one of three sites. The lower crossing was opposite O'Fallon's Bluff (2 miles east of Sutherland, Nebraska), the middle crossing was at Ogallala, and

the upper crossing (the most popular) was 4 miles west of Brule. After crossing the Platte the routes came together at Ash Hollow on the south bank of the North Platte River.

The main trail headed northwest, following the south bank of the North Platte River, past the landmarks Courthouse, Jail, Chimney, and Castle Rocks to Fort Laramie. This was the most important military post and emigrant resupply point along the entire trail. From here the main trail stayed on the south side of the river but divided into numerous branches — some up on the plateau and others in the floodplain of the North Platte River. The route passed near Ayres Natural Bridge and rejoined the North Platte River 4 miles southeast of Glenrock. The main trail turned west and followed the south bank of the North Platte to the area of Fort Caspar.

West of Fort Caspar the trail route split on the way to Avenue of Rocks, with the main trail coming south through Emigrant Gap and continuing southwest to meet the Sweetwater River near Independence Rock. Here the trail turned west and followed the Sweetwater past Devil's Gate and Split Rock to Three Crossings, where the primary route crossed the Sweetwater four times within 9 miles. Some emigrants avoided these crossings by swinging south on the aptly named Deep Sand route.

After passing Ice Slough the trail crossed the Sweetwater River for the last time at Burnt Ranch and continued southwest to South Pass and the Continental Divide. After crossing Dry Sandy Creek, emigrants arrived at the Parting of the Ways. The primary trail followed a well-watered route southwest, crossing Little Sandy Creek and Big Sandy River, and then heading for the Green River at Lombard Ferry. There were many braids of the main trail and alternate routes between Big Timber Station (6 miles northeast of Lombard Ferry) and Granger, but the primary route crossed the Green River at Lombard Ferry, headed south along the river to the site of the Bridger-Fraeb trading post at Palmer Crossing, and then turned southwest to Granger. From Granger, the trail continued southwest, passed Church Butte, and intersected Blacks Fork, which it followed to Fort Bridger. At Fort Bridger the trail headed north over the Bear River divide to Bear River. The main trail followed the east side of the Bear northward toward Idaho.

Two miles east of the Idaho border the trail route varied, with emigrants trying to find better routes along the Bear River and over the Sheep Creek Hills to Montpelier. The trail then headed north along the east bank of the Bear River and passed through Soda Springs. At Sheep Rock the main trail headed northwest up the Portneuf Valley, crossed the Portneuf River north of the present Chesterfield Reservoir and turned west along Jeff Cabin Creek to the Narrows of Ross Fork Creek. The trail followed Ross Fork to Fort Hall on the Snake River

(the Hudson's Bay Company post). At Fort Hall the primary route followed the east bank of the Snake River south to American Falls and past Massacre Rocks and Register Rock. Three miles east of Tule Island the route split, with the primary route heading southwest to the Raft River crossing.

After crossing the Raft River, the Oregon Trail headed west and the California Trail turned south through the Raft River valley to City of Rocks. The trail climbed through Pinnacle Pass (near Twin Sisters) and Granite Pass, and then dropped to Goose Creek. Emigrants followed Goose Creek south, through the northwest corner of Utah and into Nevada.

Through the Great Basin the trail proceeded southwest, followed Goose Creek, Little Goose Creek, and Rock Spring Creek, through Thousand Springs Valley, and then along West Brush Creek to Willow Creek. At Humboldt Wells (the source of the Humboldt River) the trail followed the north bank of the Humboldt River southwest through Elko, Nevada. The main route stayed near the Humboldt River and passed through narrow Carlin Canyon (during periods of high water, this route was almost impassable). West of Carlin the trail climbed Emigrant Pass and descended through Emigrant Canyon to rejoin the Humboldt at Gravelly Ford. Here the route divided to follow the north and south sides of the river and rejoined at Humboldt Bar, where a series of branches followed various routes across the Sierra Nevada.

Eastern Feeder Routes

Both prior to and during the gold rush years various river towns competed for the lucrative outfitting trade. The following are the routes that developed from east to west along the Missouri River.

St. Joe Road— 1844

Starting in 1844 many emigrants traveled up the Missouri River to St. Joseph to start their journey west, saving two weeks of travel time. Between 1849 and 1851 more emigrants departed from St. Joseph than any other jumping-off point along the Missouri. After leaving the Missouri River bottoms, the trail extended through rolling country to the west, crossing the Wolf and Nemaha Rivers. After intersecting the Fort Leavenworth–Big Blue River route at Marysville, Kansas, the trail crossed the Big Blue River and joined the Independence Road in open prairie 3 miles east of Hanover.

Old Fort Kearny Road (Oxbow Trail) 1850

The Old Fort Kearny Road started near the original site of Fort Kearny on Table Creek at Nebraska City. Opened by the U.S. Army in 1847 as a supply road to the new Fort Kearny, the trail was first used in 1850 by emigrants who were too impatient to wait for a ferry at Independence, St. Joseph, or Council Bluffs. After leaving the Missouri River about half way between St. Joseph and Council Bluffs, the road swung northwest toward the Platte. Near Skull Creek the route split. The primary route turned west and then northwest toward the Platte River. The Oxbow Trail alternate went north from Skull Creek to reach the Platte River west of Linwood, where it followed the south bank of the Platte to Deer Creek and met the main Oxbow Trail coming up from David City. The combined route continued along the south bank of the Platte and joined the primary Oregon-California Trail 15 miles west of Fort Kearny.

Council Bluffs Road— 1845

Another major starting point in the later 1840s and 1850s was at Council Bluffs (north of the mouth of the Platte River and across the Missouri River from Omaha). Emigrants could cross at the middle, upper, and lower Missouri River ferries, each following a slightly different route to the vicinity of Fremont, Nebraska, where they joined the main branch of the Council Bluffs Road.

From Fremont the Council Bluffs Road headed west along the north bank of the Platte River to Columbus, where the trail split briefly. The principal route stayed north of the Platte River to the fork. The trail then followed the north bank of the North Platte and entered Wyoming near the town of Henry. The Council Bluffs Road crossed the North Platte River and joined the primary Oregon-California Trail at Fort Laramie.

Central Cutoffs and Alternate Routes

The cutoffs and alternate routes along the central section of the Oregon-California Trail are described from east to west.

Julesburg Cutoff— 1859

After 1859 much of the emigrant and freight traffic on the California Trail continued southwest from the upper crossing of the South Platte River, along the south side of the river, to Julesburg, Colorado. The discovery of gold in 1858 made Julesburg a major stage station. This route added a few miles to the journey, but the stage station offered supplies, and travelers along Lodgepole Creek were able to avoid the difficult ascent of California Hill and the descent of Windlass Hill

into Ash Hollow. The Julesburg Cutoff crossed the South Platte River near the present-day town of Ovid, Colorado, and headed north and then west along Lodgepole Creek. The trail turned north just east of Sidney, Nebraska, passed Courthouse and Jail Rocks, and rejoined the primary Oregon-California Trail on the North Platte River 4 miles west of Bridgeport.

Childs Cutoff— 1850

At Fort Laramie, where the Council Bluffs Road crossed the North Platte River to join the main trail on the south bank, Andrew Childs pioneered a new route in 1850 by staying on the north bank of the North Platte between Fort Laramie and Casper. It was tougher going than the main route, but it attracted some use in later years. The Childs Cutoff allowed emigrants to avoid the crush of wagon trains on the south bank, two crossings of the North Platte River, and contamination from diseases being spread along the main trail during peak travel years.

Seminole Cutoff— 1853

The Seminole Cutoff bypassed Rocky Ridge and several crossings of the Sweetwater River in Wyoming. Pioneered by a fur trapper named Seminole, it extended between Warm Springs and Burnt Ranch. The route stayed south of the Sweetwater River. It was never very popular with emigrants, who liked to travel near water, but it was used by freighters and others wanting to pass the slower-moving emigrant wagons.

Lander Road— 1858

Frederick Lander laid out the Lander Road from Burnt Ranch, Wyoming, to Fort Hall, Idaho, and improved the trail from Fort Hall to City of Rocks. The Lander Road saved five days of travel. Emigrants used this route primarily during the 1860s, especially those heading to Oregon and to the Montana minefields.

The trail headed northwest out of Burnt Ranch, ascended Lander Creek, climbed over the Continental Divide at Jensen Meadows, and descended to the Big Sandy River. Continuing west, the trail crossed the New Fork and Green Rivers and passed north of Marbleton. After skirting the south flanks of Mount Thompson, the trail ascended La Barge Creek, climbed over Wagner Pass, and descended to Smiths Fork. It followed the Salt River north to Star Valley and the town of Auburn and then turned west to follow Stump Creek into Idaho.

The trail passed through Terrace Canyon, south of Grays Lake, and between the Limerock and Crater Mountains, crossing the Blackfoot

River, following the south bank of the river to the present Cutthroat Trout campground and heading west to the Portneuf River. After crossing the Portneuf, the trail headed west to meet the primary route of the Oregon-California Trail (coming up from the south) at the Narrows of Ross Fork Creek.

Sublette Cutoff— 1844

On the west side of South Pass numerous cutoffs and alternate routes were developed during the late 1840s. The Sublette Cutoff, first used in 1844 by the Elisha Stevens party, gradually gained favor over the older Fort Bridger Trail because emigrants avoided the long loop down to Fort Bridger and then back up toward Fort Hall, cutting 65 miles and three days off the trip. Its drawback was a lack of good water, including a 50-mile stretch of dry desert known as Sublette Flats. Emigrants continued to use both the Sublette and Fort Bridger routes, but the forty-niners showed a preference for the Sublette Cutoff.

The primary route of the Sublette Cutoff left the main Oregon-California Trail at Parting of the Ways and headed west across Sublette Flats. An alternate route traveled down the Oregon-California Trail to Little Sandy Crossing and swung northwest to intersect the principal cutoff route. After crossing the Little Colorado Desert, the trail crossed the Green River at one of three sites and headed south. At Willow Creek the cutoff split into numerous branches, with the main trail climbing west over Slate Creek Ridge, crossing Wheat Creek (where the Dempsey-Hockaday Cutoff went west), and turning south along the west foot of Commissary Ridge to cross Hams Fork south of Kemmerer Reservoir. The trail then turned northwest and ascended Quakenasp Canyon to Emigrant Springs at Pine Grove (with a connector trail going north to the Dempsey-Hockaday Cutoff). The main trail crossed Dempsey Ridge, descended the Rock Slide, and turned northwest to rejoin the primary Oregon-California Trail coming north from Fort Bridger.

Baker-Davis Road— 1852

In 1852 numerous alternate routes were pioneered from the Sublette Cutoff, as emigrants and gold-seekers sought to take advantage of this shortcut but wanted to avoid the 50-mile crossing of the waterless Sublette Flats. The Baker-Davis Road followed the Big Sandy River farther before turning northwest, thereby avoiding the long desert stretch that the principal cutoff crossed. The starting point for the Baker-Davis Road was 7 miles northeast of Lombard Ferry, just west of Big Timber station. The route crossed the Green River at Case Ferry and joined the Slate Creek Cutoff 2 miles west of Fontenelle, Wyoming.

Kinney Cutoff and Westside Kinney Cutoff 1852

The Kinney Cutoff had several routes and branches that crossed the Green River at four different ferry sites. The main cutoff left the primary Oregon-California Trail 3 miles northeast of Lombard Ferry and headed northwest along the west side of Green River. Four feeder routes came into the Kinney Cutoff from the more northerly Baker-Davis Road. The Westside Kinney Cutoff crossed the Green River at Lombard Ferry and traveled up the west side of the river to meet the other Kinney Cutoff routes at Fontenelle, Wyoming. Two miles west of Fontenelle, the Kinney Cutoff intersected the Baker-Davis Road at the start of the Slate Creek Cutoff.

Slate Creek Cutoff— 1852

The Slate Creek Cutoff was the western extension of the Kinney and Baker-Davis routes. The cutoff began near the Green River, 2 miles west of Fontenelle, Wyoming, and headed west to Emigrant Spring. The trail climbed over Slate Creek Ridge and met the main Sublette Cutoff near Rocky Gap.

Dempsey-Hockaday Cutoff— 1854

The Dempsey-Hockaday Cutoff was a more northerly variant of the Sublette Cutoff, leaving that cutoff at Wheat Creek and heading west. The cutoff crossed Hams Fork north of Lake Vina Naughton, climbed over Dempsey Ridge, and turned northwest to intersect the primary Oregon-California Trail at Big Hill, east of Cokeville, Wyoming.

Hastings Cutoff— 1846

Lansford Hastings believed the best route to California lay directly through the Great Salt Lake Desert. In 1846 Hastings convinced about 80 wagons of late-starting emigrants to try his new route; the last of them was the ill-fated Donner-Reed party. As news spread of the Donner-Reed disaster in the Sierra, the Hastings Cutoff was thoroughly discredited. A few foolhardy gold-rushers used the route in 1849 and 1850, but after 1850 the route was never used again. However, the section of trail from Fort Bridger to Salt Lake City was heavily used by Mormon emigrants and those using the Salt Lake Cutoff.

The Hastings Cutoff started from Fort Bridger and headed southwest, crossing Bear River, passing The Needles and Cache Cave, and traversing Echo Canyon to the Weber River, which it followed to Henefer. From Henefer the trail followed by the first wagon company (the Harlan-Young party) continued down the narrow, tortuous

Weber River canyon and emerged from the Wasatch Mountains south of present-day Ogden. The cutoff headed south from Ogden, along the western foot of the Wasatch Mountains, to Magna.

Because Hastings found the Weber River canyon descent to be extremely difficult for wagons, he advised the Donner-Reed party to go south through Main Canyon, over Hogsback Summit, and down East Canyon Creek. The route then turned up East Canyon Creek, through Little Emigration Canyon, over Big Mountain Pass to Mountain Dell, over Little Mountain Summit to Emigration Canyon and into the Great Salt Lake valley. When the Mormon Pioneer Company arrived in 1847, they improved the Main Canyon route, which became the preferred route for subsequent emigrants.

From Salt Lake City the Hastings Cutoff headed west across Tooele Valley, skirting the Oquirrh and the Stansbury Mountains. The trail then turned south to Hope Wells (the last good water) and crossed 83 grueling miles to Donner Spring, on the far side of the Great Salt Lake Desert. Turning northwest, the route climbed through Hastings Pass, crossed the Grayback Hills, and headed out onto the salt flats. The trail entered Nevada near Bidwell Pass.

On the other side of Bidwell Pass and Silver Zone Pass, the cutoff arrived at Big Springs in Goshute Valley, where it turned south and then west to the Sulphur Hot Springs in Ruby Valley. The trail crossed the Ruby Mountains by way of Overland Pass, emerging into Huntington Valley. The cutoff then followed Huntington Creek due north and through the South Fork Humboldt River Canyon, emerging on the Humboldt River to rejoin the primary route of the California Trail north of Moleen.

Salt Lake Cutoff— 1848

Having gotten mired down in mud trying to follow the Hastings Cutoff across the Great Salt Lake Desert in 1848, frontiersman Samuel Hensley led his pack train back to Salt Lake City. He decided to stay near the base of the Wasatch Mountains as he headed north, swinging through Ogden, crossing the Ogden River, and heading north to Utah Hot Springs and Brigham City. The Salt Lake Cutoff then turned northwest over Rattlesnake Pass and headed west across Curlew Valley. Passing Pilot Springs, Emigrant Spring, and Cedar Spring, the trail proceeded northwest into Idaho and the Raft River. Emigrants traveled west through the Raft River Narrows, crossed the Upper Raft River Valley, ascended Emigrant Canyon, and intersected the main California Trail coming from the south at the western end of City of Rocks.

When Hensley originally pioneered the route, he met members of the returning Mormon Battalion, who had just opened the Carson route

of the California Trail, and told them about his new cutoff. At City of Rocks the Mormon group found Hensley's pack route and took their wagons over it to Salt Lake City, thereby adapting the cutoff to wagon use. During the gold rush period, Hensley's Salt Lake Cutoff received heavy emigrant traffic.

Hudspeth Cutoff— 1849

Intending to shave days off their travel time by bypassing Fort Hall, a large wagon train that was captained by Benoni Hudspeth and guided by John J. Myers, split off the California Trail and headed west from Sheep Rock. After crossing Gem Valley the cutoff ascended the Fish Creek and the Portneuf Mountains and dropped into Henderson Canyon. Passing south of Lava Hot Springs, the trail crossed Marsh Valley, climbed over Cedar Mountain, and turned south along Dairy Creek and Little Malad River. The route turned west up Sublett Canyon and crossed the Sublett Range, passed through Sublett Creek Canyon, and emerged from the mountains near Sublett Reservoir. After crossing the Raft River valley, the cutoff rejoined the main California Trail on the west edge of the valley at Cassia Creek. The route took six days, rejoining the California Trail where it left the Raft River. While this route did not save a great deal of time, the remaining year's migration followed this new cutoff.

Western Routes

The western routes are described from east to west.

Carson Route— 1848

During the summer of 1848 members of the disbanded Mormon Battalion pioneered a new wagon trail east across the Sierra Nevada to the Humboldt River. Beginning in Pleasant Valley, east of what would become Placerville, they followed ridges to the crest of the Sierra at West Pass. They then made their way over Carson Pass and along the Carson River to a point near Fallon, Nevada. From there, they struck northerly to the bend in the Truckee River, where they joined the Truckee Route and followed it across the Forty-Mile Desert to the Humboldt Sink and the main California Trail.

As they headed east along the Humboldt River, the Mormons met Joseph Chiles, whom they told of their new wagon trail. Chiles decided to turn southwest at the Humboldt Sink and blaze a wagon trail to the Carson River. The main trail ran through what is now Lahontan Reservoir to Willow Station, across Churchill Valley to Fort Churchill, and up the Carson River to Dayton and then Carson City. The route turned southwest to Mormon Station in the town of Genoa, then south to Daggett Creek, down the western edge of the Carson Valley,

and into California to West Carson Canyon. The trail emerged from the canyon at Hope Valley, turned southwest to the top of Carson Pass, the first summit on the route. Continuing west, the trail climbed through Emigrant Valley to West Pass. At 9,600 feet, Covered Wagon Summit was the highest point on the Carson Route and the second highest Sierra Nevada crossing on any emigrant route into California.

The trail then skirted Squaw Ridge to the Plasse Trading Post, descended to Tragedy Springs, and headed west (the route is now followed by U.S. 50). At Leek Springs the Carson Route turned northwest and followed Iron Mountain Ridge to intersect the Johnson Cutoff and Georgetown trails (coming in from the east) at Union House. The trail then turned southwest and passed through Pleasant Valley. At Diamond Springs, a spur trail went north 2 miles to Placerville. Travelers bound for Sacramento continued west to Mormon Tavern and on to Ten Mile House. Sutter's Fort was about 8 miles farther west along the south bank of the American River.

Walker River—Sonora Trail— 1852

In July 1852 merchants and promoters of the community of Sonora subscribed funds for a relief expedition to benefit stranded and starving gold-rushers. Emigrants taking advantage of the relief were expected to head towards Sonora in gratitude. Unfortunately, the high, rough road of the Sonora Pass and the unbroken trail caused great hardships and suffering for those emigrants who tried it.

The Walker River—Sonora Road left the Carson Route at Fort Churchill, turned south through Adrian Valley, and met the Walker River near Yerington, Nevada. The trail followed the Walker River south to Mickey Canyon, then north to rejoin the Walker River only 4 miles southwest of where they left it.

The trail generally followed the West Walker River to its headwaters on a route that wound to the 9,780-foot summit at Sonora Pass, the highest emigrant wagon pass in the United States. Emigrants traveled northwest down Summit Creek and then turned southwest, following ridges to Pinecrest. The route followed the ridge between the South Fork Stanislaus River and the North Fork Tuolumne River before descending along Sullivan and Sonora Creeks to Sonora.

Truckee Route— 1844

After pioneering the Sublette Cutoff west of South Pass, the Elisha Stevens party, accompanied by mountain men Caleb Greenwood and Isaac Hitchcock, continued on the Oregon Trail to the Raft River. They then followed the route used the previous year by the Walker party. After reaching the Humboldt Sink, a Paiute Indian chief whom they named "Truckee" took them west across the Forty-Mile Desert

to the Truckee River south of Pyramid Lake. They followed the river through two difficult canyons to an opening over the Sierra Nevada, later known as Donner Pass. Facing snow in late November, they abandoned some of their wagons near Donner Lake and packed on to Sutter's Fort. They retrieved their wagons early the next year, becoming the first emigrant group to take wagons across the Sierra.

Emigrants taking the Truckee Route in later years crossed Humboldt Bar at the west edge of the Humboldt Sink and cut southwest across the Forty-Mile Desert to meet the Truckee River (this route is basically followed by I-80). Emigrants then followed the Truckee River west to Truckee Meadows (near Reno) then to Verdi. The trail climbed to the northwest along the south branch of Dog Creek to Dog Valley, turned southwest through Hoke Valley, crossed the Little Truckee River, and jogged south to Prosser Creek Reservoir, meeting the Truckee River east of Truckee, California, and following the river to Donner Lake.

At Donner Lake the trail split: the 1844 route went over Donner Pass, and an 1846 route (pioneered by Caleb Greenwood) went over Roller Pass; the routes rejoined at Summit Valley, and the trail descended to the South Yuba River, which it followed to Cisco Butte. From here the trail climbed to Crystal Lake, crossed Sixmile Valley and Carpenter Flat, and made the hazardous descent through Emigrant Gap into Bear Valley. The trail then followed the Bear River southwest, up Lowell Hill Ridge, across Deadmans Flat, over the top of Camel's Hump, and made a precipitous descent to Steephollow Crossing. This was the steepest descent encountered in the entire mountain crossing. Continuing southwest (on the north side of the Bear River), the route followed ridges above the river all the way to Johnson's Ranch.

Beckwourth Trail— 1851

Jim Beckwourth, a mulatto trapper, found an easier pass through the Sierra Nevada in the spring of 1851. With the backing of the mining operators at Bidwell Bar and the merchants of Marysville, he intercepted trains headed down the Truckee Route and guided them into Marysville. His route left the Truckee River at Truckee Meadows (near Reno) and headed northwest (a route later followed by U.S. 395). The route ascended Upper Long Valley, climbed over Beckwourth Pass, then headed west across Sierra Valley. It paralleled the Big Grizzly Creek up to Grizzly Valley, climbed over Grizzly Ridge, and descended along Greenhorn Creek to American Valley and the town of Quincy, California. Heading southwest, the trail crossed Meadow Valley, climbed over Bucks Summit, descended to Bucks Lake, crossed Grizzly Summit, and followed ridges south to Mountain House. Emigrants then followed Galen and Canyon Creeks to Bidwell Bar on the Feather River (now flooded by Lake Oroville).

From Bidwell Bar, travelers followed the freight and stage road to Marysville. The Beckwourth Trail was shorter for gold-rushers headed to Bidwell Bar but somewhat longer for those going to Marysville.

Applegate Traibr Southern Road to Oregon 1846

By 1846 a number of attempts had been made to find an alternative to the treacherous Columbia River Gorge route. Jesse Applegate, Levi Scott, and David Goff successfully led a group from Polk County, Oregon, down the Old Trappers Trail to California as far south as Ashland, Oregon. Turning east, they dipped into the northeastern corner of California, swung south around Goose Lake, and headed southeast through High Rock Canyon and over the Black Rock Desert. They finally reached the Humboldt River and the main California Trail at Lassen Meadows (the northern tip of today's Rye Patch Reservoir). Soon a number of Oregon-bound emigrants were persuaded to leave the established Oregon Trail and try this new route. It was an arduous trip that stretched much longer than planned.

From Lassen Meadows, westbound emigrants headed northwest to Rabbithole Springs, across the 50-mile Black Rock Desert to Black Rock Springs — the long-awaited “oasis in the desert” and the first adequate water since leaving the Humboldt River. The trail continued north and west, passing over Fortynine Pass and into California, skirting Upper Alkali Lake to the south, and climbing northwest through Fandango Pass to Goose Lake. From here the trail headed west, reaching Bloody Point, the site of several fatal conflicts between emigrants and the Modoc Indians.

The Applegate Trail swung around the southern edge of Lower Klamath Lake to Willow Creek, then headed northwest to Lake Miller in Oregon, and continued west across the Cascade Mountains, and descended to Tyler Creek. The route turned northwest to Ashland and Medford, followed the south bank of the Rogue River to Grants Pass, and then headed north (this route is now followed by I-5).

The trail passed Canyonville, crossing the South and North Umpqua Rivers, Calapooya Creek, and following Cabin Creek north to Pleasant Valley, where the trail split (with the western branch heading north and the eastern branch heading northeast and following the west bank of the Willamette River through Eugene), and rejoined 2 miles south of Monroe. The trail then paralleled the west side of Muddy Creek to Corvallis, and north along the route now followed by Oregon 99W. After crossing Calloway Creek, the trail turned northwest and arrived at Rickreall Creek, east of Dallas, Oregon.

Nobles Trail— 1852

The Nobles Trail was opened by William H. Nobles, with the financial backing of merchants in Shasta City (west of Redding, California). Emigrants using the Nobles Trail left the main California Trail at Lassen Meadows and followed the Applegate Trail west. At Black Rock Springs the Nobles Trail turned southwest to Granite Creek. By 1856, however, the discovery of Trego Hot Springs made it possible to leave the Applegate Trail at Rabbithole Springs and head due west to Granite Creek, shortening the journey by about 23 miles. From Granite Creek the Nobles Trail headed west from spring to spring (Gerlach Hot Spring, Deephole Spring, Buffalo Springs) to Smoke Creek Canyon and into California.

The trail then turned south, west, then south again to Honey Lake Valley, and followed the Susan River west to Susanville. On the west side of Honey Lake Valley the trail began to ascend the Sierra Nevada, passing Big Spring and turning northwest to the junction with the Lassen Trail near Feather Lake. The Nobles Trail followed the Lassen Trail north for 3 miles, then it headed north and west to Black Butte Creek. Here the trail turned south and entered the area of Lassen Volcanic National Park, then it climbed over Nobles Pass and descended to Manzanite Creek, which it followed to Shingletown. The route followed the Shingle Creek drainage for a few miles and then turned southwest to Fort Redding, then northwest, crossing the Sacramento River and reaching Shasta City .

Lassen Trail— 1848

In 1848 Peter Lassen and a small wagon train left the Humboldt River on the Applegate Trail to reach his ranch in the northern Sacramento Valley. Lassen turned off the Applegate Trail at the southern end of Goose Lake and led his party down the Pit River and beyond, until the group became demoralized and in need of provisions. Fortunately, two Oregon groups headed for the goldfields (one a wagon party led by Peter Burnett and the other a packing party) caught up with Lassen's group about 50 miles from his ranch. The Oregonians provided aid and helped the stragglers reach their destination.



MORMON PIONEER NATIONAL HISTORIC TRAIL

The enabling legislature authorized a route commemorating the 1846–47 journey of the Mormon Pioneer party (see maps 1 and 10-11). Table 3 summarizes the approximate number of trail miles by state.

The official route map for the Mormon Pioneer National Historic Trail has been prepared, as required by the National Trails System Act, and the route has been digitized in a GIS format using ARC-INFO. The description of the route will be published in the *Federal Register*. If new research identifies more accurate trail locations, an official notice of correction will be published.

The route begins at Nauvoo, Illinois, a former Sauk and Fox Indian village on the east bank of the Mississippi River. Under the leadership of Brigham Young, the original pioneer party started February 4, 1846, crossing by ferry to the Iowa shore. The route in Iowa commenced at Sugar Creek Camp, where the main camp began to roll on March 1, 1846, traveling up the east side of the Des Moines River, fording the river near Bonaparte, then paralleling the southern border of Iowa to the Corydon vicinity. There they turned northward across the prairie to near Osceola, then traveled westward to the Council Bluff area and the Missouri River, arriving there on June 13, 1846.

Table 3: Mormon National Historic Trail — Route Miles by State

State	Miles
Illinois	2
Iowa	317
Nebraska	511
Wyoming	511
Utah	74
Total	1,415

The Mormon pioneers crossed the Missouri River and entered present-day Nebraska on June 29, 1846. They established the Mormon settlement of Winter Quarters on the west bank, which was then frontier lands of the Omaha Indian Nation. That summer, advance parties traveled as far as the Elkhorn, Loup, and Niobrara Valleys in quest of desirable wintering sites.

The trek across Nebraska began from Winter Quarters in April 1847. The pioneers assembled first at the Crossing of the Elkhorn, then later at Liberty Pole Camp on the bank of the Platte, near Fremont. They followed the broad floodplain of the Platte River to Columbus, turned up the Loup Fork to pass Pawnee Mission, then crossed the Loup River near the 98th meridian and returned to the Platte River near Grand Island.

Brigham Young and his followers paralleled the north side of the Platte, measuring and recording their travel for future trail guidance. Upon reaching the junction of the North and South Forks of the Platte, they chose to move along the northern branch of the river where, on May 18, they found themselves opposite the camping grounds of Ash Hollow. Leaving the Sand Hills, they passed Chimney Rock, Courthouse Rock, and Scotts Bluff, and they left Nebraska on May 31 near Henry, where they could see the snow of Laramie Peak far to the west.

Brigham Young and his pioneers entered present-day Wyoming on June 1, 1847, and camped in the vicinity of Fort Laramie (Ft. William), where they were joined by the Mississippi Branch of Latter-day Saints. After conferring with the fort's inhabitants about trail conditions, they forded the North Platte River and continued west following the Oregon Trail to the Casper area, where they established the Mormon Ferry to recross the river.

They departed the North Platte to continue overland to the Sweetwater River and Independence Rock. The pioneers then proceeded up that drainage to cross the Continental Divide at South Pass. In the Pacific drainage, they followed the Big Sandy and its tributary to the Green River.

Leaving the Green River Valley, the Mormon pioneer party continued along the Oregon Trail to Fort Bridger, then followed the Donner-Reed route, crossing the Bear River and departing the state of Wyoming in the vicinity of the Needles.

Entering present-day Utah, Brigham Young and his followers passed Cache Cave, then proceeded down the precipitous Echo Canyon, followed the Weber River north to Henefer, then turned away from the river and up the main canyon to Hogsback Summit. There they had their first real view of the Wasatch country. They continued along the

Donner-Reed route descending to East Canyon, then south along the creek to Mormon Flats. Here they turned west following Little Emigration Canyon to the bald and rocky crest of Big Mountain Pass. They rough-locked their wagon wheels for a straight-down descent to Mountain Dell Canyon, where they took a southerly direction. The route then swung west over the dividing ridge of Little Mountain summit, the last summit on the long trail, and to a sharp descent to Emigration Canyon. The final lap was on the short but treacherous winding and narrow canyon floor of "This is the Place." The pioneer scouts first reached the Valley of the Great Salt Lake on July 21, 1847, and the main body on July 22; due to illness, Brigham Young followed the main body two days later.



PONY EXPRESS NATIONAL HISTORIC TRAIL

The enabling legislation authorized a route of approximately 2,000 miles, including the original route and subsequent route changes, extending from St. Joseph, Missouri to Sacramento, California, as described in the National Park Service's 1987 *Feasibility Study*. Separate legislation in 1992 and a subsequent *Feasibility Study* resulted in the secretary of the interior adding the route from Sacramento to San Francisco in 1997. Table 4 summarizes the approximate number of trail miles by state and includes the mileage from Sacramento to San Francisco.

The general route is shown on maps 1-6. It is difficult to identify a specific set of miles for the Pony Express route because it changed through time, particularly after its starting point moved to Atchison, Kansas.

An official route map for the trail, as required by the National Trails System Act, has been prepared, and the route has been digitized in a GIS format using ARC-INFO. The description of the route will be published in the *Federal Register*. If new research identifies more accurate trail locations, an official notice of correction will be published.

For the most part the eastern segment of the route follows the Oregon, California, and Mormon Pioneer trails through Missouri, Kansas, Nebraska, and Wyoming. In eastern Kansas the route initially avoided the St. Joe Road of the Oregon-California Trail, following a network of established roads and trails until meeting the St. Joe Road and the main Oregon-California Trail slightly farther west.

In Nebraska the Pony Express Trail followed the main trail to and along the south bank of the Platte to the junction of the South Platte, which the Pony Express followed into Colorado to Julesburg. Turning

Table 4: Pony Express National Historic Trail — Route Miles by State

State	Miles
Missouri	1
Kansas	139
Nebraska	441
Colorado	16
Wyoming	540
Utah.....	241
Nevada	404
California	223
Total	2,005

northwest, the trail reentered Nebraska and continued back to the North Platte River to rejoin the main Oregon-California Trail into Wyoming. In Wyoming the route followed the main trail route along the North Platte to present-day Casper, then followed the Sweetwater River until crossing the Continental Divide at South Pass. The Pony Express Trail left the Oregon-California Trail at Fort Bridger and followed the Mormon Pioneer Trail and the Hastings Cutoff of the California Trail southwest into Salt Lake City.

The Pony Express Trail left the Hastings Cutoff and headed south to avoid the Great Salt Lake. It then proceeded westerly through the barren, desolate land to Nevada. The next portion of the route covered high desert and crossed several mountain ranges to Carson City. Then the trail turned south to Genoa, where it reconnected with the Johnson Cutoff of the California Trail. It followed the Carson River and scaled the Sierra Nevada at Echo Summit, descended the South Fork of the American River to Placerville and then to Sacramento, following what is now old U.S. Highway 50. The later Kingsbury-McDonald route over Johnson Pass also descended along the South Fork to Placerville, cutting out about 12 miles.

Significant Resources

The National Trails System Act provides for the identification of high-potential sites and segments, based on criteria established in the act. These criteria include historic significance, the presence of visible historic remnants, scenic quality, and relative freedom from intrusion. High-potential segments are those segments of a trail that afford high quality recreational experiences along a portion of the route having greater than average scenic values or affording an opportunity to vicariously share the experience of the original users of a historic route. Each site or segment must have the potential to interpret the trails' historical significance and to provide opportunities for high-quality recreation.

This plan acknowledges that the lists of high-potential sites and segments for each trail must be flexible and will require periodic updates. Under both alternatives a mechanism is provided to modify and revise high-potential sites and segments as new information becomes available, or if the integrity of trail resources becomes compromised.

All of the information on sites and segments gathered during the planning process and submissions received from resource managers and trail organizations through September 18, 1997, has been entered into the database. This database is available at the Long Distance Trails Office. In the future it will be linked to the GIS mapping effort completed as part of this planning process.

Revisions have been made to the lists of high-potential sites and segments for each trail to reflect comments received during the various review processes and to reflect research conducted by the Long Distance Trails Office since the release of the *Draft Comprehensive Management and Use Plan / Draft Environmental Impact Statement*.



OREGON NATIONAL HISTORIC TRAIL:
HIGH-POTENTIAL SITES AND SEGMENTS UPDATE

Modifications to the original listing of sites and segments identified in the *Comprehensive Management and Use Plan* for the Oregon National Historic Trail have resulted in the addition of 5 segments and 20 sites, the modification of 1 segment, and the deletion of 7 sites. Since the publication of the draft plan the Long Distance Trails Office has refined the list of high-potential resources associated with this trail. Four sites have been added, 10 have been deleted, and 15 names of sites or segments have been modified (see maps 7-9, and appendixes G and H).

Table 5 indicates the number of high-potential sites and segments by state. Table 6 displays the mileage of segments by state.

This list can be modified in the future to add sites and segments that additional research might indicate to be worthy of inclusion. Sites and segments can also be deleted from this list.

Table 5: Oregon National Historic Trail — High-Potential Sites and Segments by State		
State	Sites	Segments
Missouri	7	0
Kansas	14	1
Nebraska	17	0
Wyoming	32	5
Idaho	32	3
Oregon	27	6
Washington	2	0
Total	131	15

Table 6: Oregon National Historic Trail — Mileage of High-Potential Segments		
State	Number of Segments	Number of Miles
Kansas	1	6
Wyoming	5	243
Idaho	3	114
Oregon	6	82
Total	15	445



CALIFORNIA AND PONY EXPRESS NATIONAL HISTORIC TRAILS:
HIGH-POTENTIAL SITES AND SEGMENTS

From the extensive list of submissions, 244 sites and 52 segments listed in tables 7 and 8 have been identified as high-potential (for a more comprehensive description of these resources, see appendixes E and F and maps 2-6). The segments total 2,077 miles. Some of these sites and segments have already been classified as high-potential in the plans for the Oregon and Mormon Pioneer Trails.

Since the publication of the draft plan, the Long Distance Trails Office has refined the list of high-potential resources associated with this trail. These changes are the result of the opinion by the U.S. Department of the Interior's Office of the Solicitor, public comments, and additional research conducted by the Long Distance Trails Office. Seven segments were deleted, seven were added, and the names of seven segments were modified. A total of 37 sites have been deleted, 14 have been added, and the names of 26 sites have been modified (see maps 2-6 and appendixes E and F).

This list of high-potential resources can be modified in the future to add sites and segments that additional research might indicate to be worthy of inclusion. Sites and segments can also be deleted from this list.

A list of sites and segments that may merit inclusion as high-potential sites and segments in the future was developed during the planning process and is part of the resource database maintained at the Long Distance Trails Office.

Table 7: California and Pony Express National Historic Trails — High-Potential Sites and Segments by State

State	Sites	Segments
Missouri	11	0
Kansas	23	1
Nebraska	27	0
Wyoming	39	8
Utah	25	5
Idaho	16	3
Nevada	39	15
Oregon	15	3
California	49	17
Total	244	52

Table 8: California and Pony Express National Historic Trail — Mileage of High-Potential Segments

State	Number of Segments	Number of Miles
Kansas	1	16
Wyoming	8	356
Utah	5	588
Idaho	3	62
Nevada	15	584
Oregon	3	49
California	17	422
Total	52	2,077



**MORMON PIONEER NATIONAL HISTORIC TRAIL:
HIGH-POTENTIAL SITES AND SEGMENTS UPDATE**

The original listing of sites and segments identified in the 1981 *Comprehensive Management and Use Plan* for the Mormon Pioneer National Historic Trail has been updated, resulting in the addition of 3 segments, the modification and extension of 3 segments, the addition of 7 sites, and the deletion of 33 sites. The plan did not specify mileages for some of the initial protection segments, but an examination of the document maps reveals about 40 miles of trail were identified as high-potential. This plan extends that mileage to 307 miles.

Sites were deleted from the list of high-potential sites because they failed to meet the criteria described in the legislation or were not associated with the pioneer trip of 1846–47. The original plan rated most of these sites C-2, indicating that they were of low priority and related to the period after the pioneer migration. However, many of these sites were part of the expanded high-potential segments and would continue to receive the protection such designation entails. Other sites have been deleted because there is disagreement as to their location.

Since the publication of the draft plan the Long Distance Trails Office has refined the list of high-potential resources associated with this trail. A total of 5 sites have been added, 1 has been deleted, and the names of 10 sites or segments have been modified (see maps 10-11, and appendixes I and J).

Table 9 indicates the number of high-potential sites and segments by state. Table 10 displays the mileage of segments by state.

This list can be modified in the future to add sites and segments that additional research might indicate to be worthy of inclusion. Sites and segments can also be deleted from this list.

Table 9: Mormon Pioneer National Historic Trails — High-Potential Sites and Segments by State

State	Sites	Segments
Illinois	2	0
Iowa	10	0
Nebraska	12	0
Wyoming	30	4
Utah	5	2
Total	59	6

Table 10: Mormon Pioneer National Historic Trail — Mileage of High-Potential Segments

State	Number of Segments	Number of Miles
Wyoming	4	212
Utah	2	95
Total	6	307