

Preliminary Application for Site Certificate for the Muddy Creek Energy Park

Exhibit K. Recreation

**Submitted to the
Oregon Energy Facility Siting Council**

**Prepared for
Muddy Creek Energy Park, LLC**

Prepared by



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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ACEC	Area of Critical Environmental Concern
Applicant	Muddy Creek Energy Park, LLC
ASC	Application for Site Certificate
BESS	battery energy storage system
BLM	Bureau of Land Management
EFSC	Oregon Energy Facility Siting Council
Facility	Muddy Creek Energy Park
kV	kilovolt
MW	megawatt
OAR	Oregon Administrative Rules
ODOE	Oregon Department of Energy
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OPRD	Oregon Parks and Recreation Department
OAR	Oregon Administrative Rules
ZVI	zone of visual influence

1.0 Introduction

Muddy Creek Energy Park, LLC (Applicant) seeks to develop the Muddy Creek Energy Park (Facility), consisting of a 150-megawatt (MW) solar energy generation facility, a 150-MW battery energy storage system (BESS) project, and related or supporting facilities on approximately 1,590 acres of private land in Linn County, Oregon. This Application for Site Certificate (ASC) demonstrates that the proposed Facility will be designed, constructed, and operated consistent with the relevant Oregon Energy Facility Siting Council (EFSC) siting criteria and standards. In addition to meeting the minimum required EFSC criteria, the Applicant proposes to design, construct, and operate the Facility using agrivoltaics. Agrivoltaics co-locates the Facility with active farm operations to retain agricultural production and minimize agricultural impacts within the Facility Site Boundary.

The information contained herein supports demonstration of compliance with the Recreation approval standard for Oregon Administrative Rules (OAR) 345-022-0100.

2.0 Analysis Area

In accordance with OAR 345-001-0010(35)(d), and as defined in the Project Order (ODOE 2025), the analysis area for recreation is the area within and extending 5 miles from the Site Boundary (Figure K-1; ODOE 2025). The Site Boundary is defined in detail in the Background Information Exhibit and is shown on Figure K-1.

3.0 Recreational Opportunities Inventory – OAR 345-022-0100(4)(a)(e)

(4) To assist the Council in determining whether the standard outlined in (1) through (3) has been met, the Applicant must submit information about the impacts the proposed facility would have on important recreational opportunities in the analysis area, providing evidence to support a finding by the Council as required by OAR 345-022-0100, including: (a) A description of the recreational opportunities in the analysis area that includes information on the factors listed in OAR 345-022-0100(1) as a basis for identifying important recreational opportunities;

[...]

(e) A map of the analysis area showing the locations of important recreational opportunities identified in subsection (a); and

3.1 Inventory Methods

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

- Geographic information system files documenting recreational resources obtained from key recreation provider agencies, e.g., the Bureau of Land Management (BLM; BLM 2026a, BLM 2026b), U.S. Forest Service (USFS 2026a, USFS 2026b), U.S. Geological Survey (USGS 2024), Oregon Department of Fish and Wildlife (ODFW; ODFW 2021), and Oregon Parks and Recreation Department (OPRD; OPRD 2024);
- Land management agency planning documents;
- Comprehensive plans, park and recreation plans, and individual park master plans prepared by OPRD and by counties and municipal governments within the analysis area (Lane County 2024; Linn County 2016);
- Internet sites maintained by recreation provider agencies, including OPRD, ODFW, Oregon Department of Transportation (ODOT), and county and city park departments (BLM 2026c; City of Coburg 2026; City of Harrisburg 2026; Lane County 2016; Linn County 2026; ODFW 2026; ODOT 2019; OPRD 2026a, OPRD 2026b, OPRD 2026c, OPRD 2026d); and
- Internet sites maintained by various commercial entities, including sites providing general recreation and tourism information and sites applicable to specific private-sector recreation opportunities (Google Earth 2024).

3.2 Resource Descriptions

In general, recreation activities in the analysis area may consist of hiking, water recreation (e.g., fishing, kayaking, canoeing, boating, etc.), hunting, camping, picnicking, and sightseeing. These activities also occur in numerous locations outside the analysis area, and therefore some of the recreational opportunities identified within the analysis area do not rise to the level of uniqueness or irreplaceability that is required by OAR 345-022-0100(2).

There are thirteen identified recreational opportunities within the analysis area (Table K-1, Figure K-1); none of these are located within the Site Boundary. These are the Bond Butte Pond, Odin McGrew Springs Nature Preserve, Priceboro Park, Trails End Park, Blue Ruin Island/Landing, Scandia Landing, Christensen's Landing Park/Boat Ramp, Willamette River Greenway – Marshall Island Access, Willamette Valley Scenic Bikeway, Galen Kropf Farms Access Area – Open Fields, Oak Grove Rest Area, McGowan Meadow Area of Critical Environmental Concern (ACEC), and Upper Willamette Valley Margin ACEC. Recreational opportunities within the analysis area are described below in order of private, non-governmental, local, state, tribal, and federal ownership/management.

Table K-1. Inventory of Recreational Opportunities in the Analysis Area

Recreational Opportunity	Responsible Entity	Distance from Site Boundary (miles)			Description	Importance Features					Important Recreation Resource?
		Site Boundary	Solar Array	Generation-tie Transmission Line		Special Designation	Demand	Outstanding or Unusual Qualities	Rareness	Replaceability	
Private											
Bond Butte Pond	Private	4.3	4.4	5.3	The Bond Butte Pond is a private fishing pond offering channel catfish, largemouth bass, and white crappie fishing (ODFW 2024).	None	Low/Moderate (primarily in summer)	Convenient location off I-5, common fish species offered.	Common; One of several fishing opportunities in the region.	Replaceable	No
Odin McGrew Springs Nature Preserve	Private	4.0	4.0	5.5	The Odin McGrew Springs Nature Preserve is a private nature preserve located in Springfield; no information available online (Google Earth 2024).	None	Anticipated to be low	Surrounded by BLM land, appears to be similar to other natural areas or preserves (see Exhibit E) in the region.	Common; One of several natural areas in the region.	Replaceable	No
Non-Governmental Organizations											
None	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Local											
Priceboro Park	City of Harrisburg	4.6	4.6	5.4	The Priceboro Park is one of several local parks in Harrisburg, offering swings, public restrooms, play structure, rock climbing wall, picnic tables, benches, and a grassy area (City of Harrisburg 2026).	City park	Low	Typical neighborhood park.	Common; one of several parks in Harrisburg with similar amenities.	Replaceable	No
Trails End Park	City of Coburg	4.6	5.1	6.3	The Trails End Park is one of several local parks in Coburg, which is located along the Coburg Loop Path system that allows non-motorized travel; no amenities listed (City of Coburg 2026).	City park	Low	Typical neighborhood park.	Common; one of several parks in Coburg.	Replaceable	No
State											
Blue Ruin Island/Landing	Oregon Parks and Recreation Department (OPRD)	4.4	4.5	5.2	The Blue Ruin Island/Landing is an OPRD-managed recreation area that is part of the Willamette River Greenway; the resource offers boat access, water recreation, hunting (deer, duck, geese, mourning dove; ODFW 2026), and camping opportunities. No facilities onsite (OPRD 2026d).	Willamette River Greenway Recreation Area	Moderate/High (primarily in summer)	Part of the Willamette River Greenway with hunting and camping opportunities along the Willamette River.	Common; One of several river access points, water recreation, and hunting areas in the region.	Irreplaceable	Yes
Scandia Landing	OPRD	4.9	5.1	5.9	The Scandia Landing is an OPRD-managed recreation area that is part of the Willamette River Greenway; the resource offers hunting opportunities (deer, duck, geese, mourning dove; ODFW 2026); no facilities onsite (OPRD 2026d).	Willamette River Greenway Recreation Area	Moderate/High (primarily in summer)	Part of the Willamette River Greenway with hunting opportunities along the Willamette River.	Common; One of several hunting areas in the region.	Somewhat Irreplaceable	No

Recreational Opportunity	Responsible Entity	Distance from Site Boundary (miles)			Description	Importance Features					Important Recreation Resource?
		Site Boundary	Solar Array	Generation-tie Transmission Line		Special Designation	Demand	Outstanding or Unusual Qualities	Rareness	Replaceability	
Christensen's Landing Park/Boat Ramp	OPRD	4.5	4.9	5.9	The Christensen's Landing Park/Boat Ramp is an OPRD-managed recreation area that is part of the Willamette River Greenway; the resource offers a boat ramp for smaller watercraft; no facilities onsite (e.g., kayaks, canoes, etc.; OPRD 2026d).	Willamette River Greenway Recreation Area	Moderate/High (primarily in summer)	Part of the Willamette River Greenway.	Common; One of several river access areas and boat ramps in the region.	Replaceable	No
Willamette River Greenway – Marshall Island Access	OPRD	4.7	5.1	6.1	The Willamette River Greenway – Marshall Island Access is an OPRD day-use state park that offers an undeveloped landing, boat ramp, fishing, water recreation, hiking, restrooms, and picnicking opportunities (OPRD 2026d, OPRD 2026e).	State Park/Willamette River Greenway Recreation Area	Moderate/High (primarily in summer)	Part of the Willamette River Greenway and a designated State Park.	Common; One of several river access areas, boat ramps and similar fishing/hiking areas in the region.	Irreplaceable	Yes
Willamette Valley Scenic Bikeway	OPRD	0.4	0.4	1.0	The Willamette Valley Scenic Bikeway is an OPRD scenic bikeway that runs 135 miles, from Champoeg State Park to north of Eugene, through the Willamette Valley (OPRD 2026b).	State Scenic Bikeway	Moderate/High (primarily in summer)	Runs along the Willamette River (as practicable) through the scenic Willamette Valley.	Uncommon; One of the few scenic bikeways west of the Cascade Mountains.	Irreplaceable	Yes
Galen Kropf Farms Access Area – Open Fields	Oregon Department of Fish and Wildlife (ODFW)	0.4	0.4	1.7	The Galen Kropf Farms Access Area – Open Fields is an ODFW-managed hunting area offering duck and geese hunting; no facilities onsite and camping is not permitted (ODFW 2026).	State hunting area	Moderate (primarily in summer)	Convenient location off I-5, walk-in only, located in the Northwest Oregon General Goose Zone (that experiences chronic goose damage).	Common; One of several hunting areas in the region.	Replaceable	No
Oak Grove Rest Area	Oregon Department of Transportation (ODOT)	0.1	0.2	0.7	The Oak Grove Rest Area is an ODOT-managed rest area with picnic tables and restrooms (Trip Check 2026).	State rest area	High	Typical state rest area.	Common; One of several rest areas on I-5.	Replaceable	No
Tribal											
None	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Federal											
McGowan Meadow Area of Critical Environmental Concern (ACEC)	Bureau of Land Management (BLM)	3.7	3.9	4.7	The McGowan Meadow ACEC is a BLM-managed ACEC that is managed for habitat conservation but allows public access, including the Coburg Hiking Trail System, McGowan Creek Environmental Education Trail, and is a proposed Celebrating Wildflower Site (Beorchia et al. 2025, BLM 2016, BLM 2026c).	BLM ACEC	Moderate/High (primarily in summer)	Proposed Celebrating Wildflower Site with diverse vegetation characteristic of wet-meadow and upland meadow habitats.	Rare; Regionally rare habitat and vegetation.	Irreplaceable	Yes

Recreational Opportunity	Responsible Entity	Distance from Site Boundary (miles)			Description	Importance Features					Important Recreation Resource?
		Site Boundary	Solar Array	Generation-tie Transmission Line		Special Designation	Demand	Outstanding or Unusual Qualities	Rareness	Replaceability	
Upper Willamette Valley Margin ACEC	BLM	2.0	2.0	3.0	The Upper Willamette Valley Margin ACEC is a BLM-managed ACEC that is managed for habitat conservation but offers public access/recreation opportunities especially in proximity to various large waterbodies, along the Coburg Hills Back Country Byway, and within the Shotgun Off-highway Vehicle Trail System (BLM 2016, BLM 2026c).	BLM ACEC	Moderate/High (primarily in summer)	Close in proximity to the Willamette River and I-5 and contains important raptor habitat and mature forest.	Uncommon; Low elevation, unmanaged mature/late-successional forest in a unique location above the Willamette Valley floor.	Irreplaceable	Yes

3.2.1 Private

Two privately owned recreational opportunities were identified within the analysis area. The first is the Bond Butte Pond, which offers fishing for channel catfish, largemouth bass, and white crappie (ODFW 2024). The demand for the pond is anticipated to be low to moderate and is one of several similar fishing areas (most of which are on public land) in the local area offering similar fish types. Due to demand, replaceability, and availability of similar fishing opportunities in the region, this resource is not considered an important recreational resource.

The second privately owned recreational opportunity in the analysis area is the Odin McGrew Springs Nature Preserve. No information besides the location of the resource is available online (Google Earth 2024). Demand of the Preserve is anticipated to be low due to the lack of publicly available information, and the Preserve appears to be similar to other natural areas or preserves in the region (see also Exhibit E). Due to low demand, replaceability, and availability of similar natural areas in the region, this resource is not considered an important recreational resource.

3.2.2 Non-Governmental Organizations

No non-governmental organization-owned recreational opportunities were identified within the analysis area.

3.2.3 Local

The cities of Harrisburg and Coburg provide recreational opportunities within the analysis area. The City of Harrisburg manages Priceboro Park, one of several parks in Harrisburg (City of Harrisburg 2026). The Park offers typical neighborhood park amenities and is considered to have low demand due to its location. Due to lack of demand, outstanding qualities, and replaceability, Priceboro Park is not considered an important recreational resource.

Similarly, the City of Coburg manages the Trails End Park, one of several parks in Coburg (City of Coburg 2026). The Park offers typical neighborhood park amenities (no developed facilities) and is considered to have low demand due to its location. Due to lack of demand, outstanding qualities, and replaceability, the Trails End Park is not considered an important recreational resource.

3.2.4 State

Oregon state agencies provide multiple recreation opportunities within the analysis area, most of which are administered by OPRD and associated with the Willamette River Greenway (evaluated as a protected area in Exhibit E). These resources include the Blue Ruin Island/Landing, Scandia Landing, Christensen's Landing Park/Boat Ramp, and Willamette River Greenway – Marshall Island Access (also considered to be a State Park [evaluated as a protected area in Exhibit E]), all are considered to have moderate to high demand, especially during the summer season. Scandia Landing is one of several Willamette River access points with no developed facilities onsite, offering similar hunting opportunities (i.e., deer, duck, geese, and mourning dove hunting) as other local

hunting areas (ODFW 2026; OPRD 2026d). Similarly, Christensen’s Landing Park/Boat Ramp is one of several Willamette River access points with no developed facilities onsite, and one of many boat ramps (strictly for smaller watercraft) available to Willamette River recreationalists (OPRD 2026d). Therefore, neither the Scandia Landing nor Christensen’s Landing Park/Boat Ramp are considered to be important recreational resources. Both the Blue Ruin Island/Landing and Willamette River Greenway – Marshall Island Access are considered to be important recreation resources due to their moderate/high demand, availability of developed facilities onsite (Willamette River Greenway – Marshall Island Access, specifically), outstanding qualities (e.g., camping opportunities along the river or designated State Park), and irreplaceable nature (OPRD 2026d, OPRD 2026e).

The last OPRD-managed recreation opportunity in the analysis area is the Willamette Valley Scenic Bikeway. Similar to other recreation areas associated with the Willamette River, the Bikeway is assumed to have moderate to high demand especially during the summer season (OPRD 2026b); Scenic bikeways are nominated by locals and then selected by OPRD. Therefore, the bikeway is considered to be an important recreational resource due to demand, outstanding qualities, and irreplaceability. Note that the Applicant has studied potential impacts on this state designated scenic bikeway as an important recreational opportunity and reserves the right to take the position that OAR 345-022-0080 does not require analysis of state designated scenic bikeways with respect to scenic resources unless they are designated within an applicable land use management plan.

ODFW manages one recreation opportunity in the analysis area, the Galen Kropf Farms Access Area – Open Fields hunting area. Duck and geese hunting is offered with no facilities or camping permitted onsite (ODFW 2026). Therefore, due to the lack of outstanding qualities and replaceability, the Galen Kropf Farms Access Area – Open Fields is not considered to be an important recreational resource.

Lastly, ODOT manages one recreational opportunity in the analysis area, the Oak Grove Rest Area. Restrooms and picnic tables are available onsite, typical of state rest areas (Trip Check 2026). The rest area is one of several along Interstate-5 (I-5). Due to lack of outstanding qualities, rareness, and replaceability, the Oak Grove Rest Area is not considered to be an important recreational resource.

3.2.5 Tribal

No Tribal-owned recreational opportunities were identified within the analysis area.

3.2.6 Federal

The BLM Prineville District manages several parcels within the analysis area (see Figure K-1) which encompass the following recreation areas: the McGowan Meadow ACEC and Upper Willamette Valley Margin ACEC (both evaluated as protected areas in Exhibit E). Due to their demand (ranging from moderate to high), outstanding qualities, rareness (primarily related to wildlife habitat/vegetation), and irreplaceability, they are both considered to be important recreational resources.

3.3 Importance Assessment

Recreational opportunities identified within the analysis area were evaluated for “importance” based on the criteria outlined in OAR 345-022-0100. A recreational opportunity may be determined to be important based on assessment of available information specific to each criterion, and a qualitative balancing of the attributes for all five criteria for a given resource. Specific considerations used to characterize the importance of a recreational opportunity relative to the five criteria outlined in OAR 345-022-0100 are summarized as follows:

OAR 345-022-0100(2) The Council must consider the following factors in judging the importance of a recreational opportunity:

(a) Any special designation or management of the location;

There are distinct, identifiable differences among the types of special management designations that apply to lands within the analysis area and their associated implications for resource protection. Wilderness designation, for example, results in management direction to preserve the resource values of the designated area and represents a high level of protection. Other types of designations allow much more latitude in undertaking management activities and involve a lower degree of resource protection. The source of the special designation is also a relevant consideration; a designation established through an act of Congress clearly carries more weight than an administrative designation applied by a resource management agency.

(b) The degree of demand;

Qualitative ratings of High, Moderate, and Low were used as proxy measures for the level of demand for a specific recreational opportunity.

(c) Any outstanding or unusual qualities;

Identification of characteristics that might be considered outstanding or unusual for a given opportunity is a highly subjective task, as there is a wide variation in the values, tastes, and perceptions among the recreational public. The standard does not specify what qualities would define an opportunity as “outstanding” or “unusual,” or indicate how those characteristics could be measured. Some sites or areas have attributes that qualify them as “unique” (i.e., one of a kind), while others have qualities that are not unique, but intuitively set them apart from other opportunities and could be considered outstanding or unusual.

(d) The availability or rareness; and

Qualitative ratings of Rare, Uncommon, and Common were used to address the criterion based on the apparent rareness of an opportunity. Consideration of this rareness attribute was based on the approximate set of comparable opportunities (and the geographic scale appropriate to each type of opportunity) available within the region surrounding the Project.

(e) The irreplaceability or irretrievability of the opportunity.

Ratings of Irreplaceable, Somewhat Irreplaceable, and Replaceable were used to address the criterion based on the ability to replace an opportunity. In general, opportunities based on inherent

natural resource characteristics that could not feasibly be recreated in the same place or at another reasonably nearby location were considered Irreplaceable. By contrast, most opportunities that are based on constructed recreational facilities or infrastructure (such as typical campgrounds) could feasibly be replaced and were considered Replaceable.

The assessment of the overall importance for each identified recreational opportunity was conducted on a case-by-case basis. Section 3 provides a summary of each identified recreational opportunity in the analysis area, describes the characteristics of the opportunity relative to the importance criteria, and indicates which opportunities are considered important for the purposes of this Exhibit. A description of each recreational opportunity appears in the following section.

Based on the importance criteria described above, 5 of the 13 identified recreation resources have been determined to be important for the purposes of this application. These are:

- Blue Ruin Island/Landing;
- Willamette River Greenway – Marshall Island Access;
- Willamette Valley Scenic Bikeway;
- McGowan Meadow ACEC; and
- Upper Willamette Valley Margin ACEC.

4.0 Potential Impacts – OAR 345-022-0100(4)(b)(c)

(b) A description of any potential adverse impacts to the important opportunities identified in subsection (a) including, but not limited to:

(A) Direct or indirect loss of a recreational opportunity as a result of facility construction or operation;

(B) Noise resulting from facility construction or operation;

(C) Increased traffic resulting from facility construction or operation; and

(D) Visual impacts of facility structures or plumes, including but not limited to, changes in landscape character or quality.

(c) An evaluation of the significance of the potential adverse impacts identified under subsection (b);

The potential effects to important recreational opportunities in the analysis area were studied to determine whether the Facility's design, construction, and operation, when considering mitigation, would be likely to result in any significant adverse impacts. The following sections summarize both the types of potential adverse impacts evaluated and the analysis.

4.1 Loss of Opportunity

For a direct loss of opportunity to occur, the Facility would need to physically disturb the ground located within the affected recreational resource area. The Facility would not directly impact any identified recreation resource as none of the recreational opportunities are within the Site Boundary.

An indirect loss of opportunity could occur if 1) a recreational opportunity nearby the Facility would not be physically disturbed by construction activity but might need to be temporarily closed to public use in response to safety concerns; or 2) if development of the Facility were to so alter the environment of a recreational opportunity through indirect effects that it substantially adversely impacted the quality of the recreation experience at that site. For example, if the Facility were to destroy intact evidence of the ONHT in view of an interpretive site (which it does not), it could render the site meaningless in terms of its historic importance and value as a tourism resource.

With respect to the first type of potential indirect loss, because four of the five identified important recreational resources in the analysis area are located farther than 2 miles from the Site Boundary, indirect opportunity loss due to temporary closure for safety concerns is unlikely to occur. Similarly, although the Willamette Valley Scenic Bikeway is within 0.4 miles of the Site Boundary, the construction of the Facility would only result in minor, temporary impacts and would otherwise not result in a permanent, direct loss of recreational use of the bikeway once constructed. Note that construction of the Facility in general would last for up to 18 months to accommodate construction or weather delays. Potential sources of the second type of indirect loss—environmental disturbance impacts to important recreational opportunities—include noise, traffic, and changes in visual quality associated with the Facility; the following sections analyze these three factors.

4.2 Noise Impacts

Noise impacts are discussed in Exhibit O3. The noise assessment is still in progress and will be a supplementary submittal to this ASC.

4.3 Traffic Impacts

Traffic impacts are addressed in greater detail in Exhibit L, which provides additional information on anticipated traffic volumes, peak construction traffic times, potential delays, and temporary road closures; mitigation measures that could be implemented by the Applicant and the construction contractor to avoid significant traffic impacts; and required coordination with Oregon Department of Transportation ODOT and county road officials for necessary road improvements (if applicable), road closures, and permits for construction and oversized load movements.

No significant traffic impacts to important recreation areas are anticipated from construction of the Facility. Although all five important recreation areas may initially be accessed via I-5, this segment of I-5 has a high annual average daily traffic volume and level of service and thus is not anticipated to be significantly impacted by Facility construction traffic (see Exhibit L). Therefore, the focus of this analysis would be on the remainder of the roads included in the proposed Facility construction transportation routes that may be utilized to access to the important recreation areas. Generally,

construction truck and commuter traffic (occurring during the peak early morning and evening hours) is anticipated to exit off of I-5 between Harrisburg/Coburg and travel on local roads such as North Coburg Road (directly west of I-5, which interconnects to the main exits that would be utilized to exit I-5), Diamond Hill Road, Priceboro Drive, Gap Road, and Coleman Drive to access the Facility (which is directly adjacent/east of I-5). See Exhibit L for a detailed description of all transportation corridors.

Three of the important recreation areas (i.e., Blue Ruin Island/Landing, Willamette River Greenway - Marshall Island Access, and Willamette Valley Scenic Bikeway) are located west of I-5. The Willamette River Greenway - Marshall Island Access, which is located west of the Willamette River is not anticipated to be affected by Facility traffic as it is likely accessed by roads that are not anticipated to carry construction traffic (e.g., OR-569, OR-99, and local roads). The Blue Ruin Island/Landing and Willamette Valley Scenic Bikeway, on the other hand, may experience temporary impacts from Facility construction traffic (i.e., trucks and commuter traffic) because they can be accessed by roads that would also carry Facility construction traffic (i.e., North Coburg Road and Diamond Hill Road); note that alternative routes are available for accessing the Willamette River Greenway - Marshall Island Access such as Powerline Road or Coburg Road (depending on direction of travel). The Willamette Valley Scenic Bikeway route itself runs along Coburg Road and Diamond Hill Road. These important recreation areas may experience access disruptions or delays for brief periods due to delivery of Facility materials or construction equipment. These impacts would be intermittent and temporary, and traffic levels would return to normal following construction, which is anticipated to last 18 months. Additionally, construction worker traffic may occur on roads providing access to these areas, however construction worker traffic would be dispersed on many roads in the area, rather than concentrated on any one road. Note that construction traffic would primarily be dispersed throughout the business work week concentrated during commute hours, whereas peak recreational traffic is greatest during the weekend. Delays are most likely to occur only during deliveries of oversized loads, which would occur sporadically and would be accompanied by traffic control teams. Additionally, no roads providing access to important recreation areas are expected to be closed during construction or operation of the Facility.

The remaining two important recreation areas are located east of I-5; The McGowan Meadow ACEC and Upper Willamette Valley Margin ACEC are not anticipated to experience impacts from Facility construction for they are predominately accessed by roads that are not anticipated to carry construction traffic (e.g., OR-126, OR-569, or various BLM or local roads).

Although there would be no significant traffic impacts, given the potential minor temporary impact of construction traffic on visitors to important recreational opportunities, the Applicant plans to employ Best Management Practices (BMPs) as described in Exhibit L to ensure that access restrictions to any important recreation area would be temporary and timed to avoid peak traffic flow. Additionally, the Applicant plans to develop a Construction Traffic Management Plan as part of the Road Use Agreement in consultation with the Linn County Road Department (to be pursued

during preconstruction compliance). Therefore, no significant adverse traffic impacts to important recreational opportunities are anticipated from construction of the Facility.

The operational phase of the Facility would affect important recreational opportunities only to the extent that operation and maintenance activities generate significant amounts of traffic. Typical operational traffic would be minimal, as the Facility would only permanently employ approximately two permanent on-site employees. Workers are assumed to reside in the Eugene/Coburg/Springfield, Junction City/Harrisburg, Corvallis, Lebanon/Sweet Home areas. Therefore, during operations, an average of approximately two round-trip commuter trips per day would occur on weekdays (Monday-Friday). Larger amounts of traffic may be generated only if Facility components need significant repairs or replacement. In that event, some roads would experience higher traffic levels, and visitor travel to some areas may be disrupted or delayed for brief periods during delivery of materials or equipment. However, these impacts would be rare, intermittent, and temporary, and would not represent significant adverse impacts to any important recreational opportunities in the vicinity.

4.4 Visual Impacts

Visual impacts of the Facility are primarily related to views of the solar arrays, aboveground generation-tie transmission line, and to a lesser degree (due to being collocated or dispersed amongst taller Facility infrastructure), other facilities such as the access roads, substation, BESS, aboveground collector lines (if deemed necessary), and temporary constructions staging areas. The Facility would not generate any emissions plumes, so it would not cause any visual impacts from air emissions. Potential visual impacts due to dust created during construction would be largely prevented by following BMPs for dust control as detailed in Exhibit C and Exhibit O-2.

4.4.1 Visual Impact Assessment Methodology

In evaluating the visual impacts, the Applicant first determined whether the Facility would potentially be visible from each important recreational opportunity using digital bare-earth terrain modeling. A “bare-earth” modeling approach, based only on terrain and excluding existing structures and vegetation, results in a highly conservative assessment of potential visibility. The model does not account for distance, lighting, weather, and atmospheric attenuation factors that diminish visibility under actual field conditions. The analysis began with a zone of visual influence (ZVI) analysis (also known as a viewshed analysis), using Esri ArcGIS software, to identify the areas from which the Facility solar arrays and generation-tie transmission line might be visible.

To assess the potential visibility of the structures, the ZVI analysis was performed for the solar arrays and the generation-tie transmission line. The analysis assumed a maximum height of 10.1 feet for the solar arrays (Figure K-2). Additionally, a maximum height of 77 feet was assumed for the 230-kilovolt generation-tie transmission line (Figure K-3). A viewing height of 5.75 feet was assumed. Visibility of Facility infrastructure was defined by visible or not visible, indicated by color coding, and by proximity, i.e., foreground (less than 0.5 miles), middleground (0.5 to 5 miles), or background distances (more than 5 miles). The concept of distance zones can be used as a frame of

reference to describe the characteristics of the visible landscape and the effects on scenery from human development and activities. Viewer distance and visual acuity are key factors in studying and determining visual effects, with perceived contrast and visual effects generally diminishing as distance between the viewer and the affected area increases. Distance zones (foreground, middleground, and background) provide a frame of reference for classifying the degree to which details of the viewed Facility would affect visual resources. The zones are defined by their distance from the Facility Site Boundary. These zones establish a reference for evaluating how project details influence visual resources. They are defined by their distance from the Facility as follows (BLM 1986):

- Foreground/Middleground. This distance zone (between 0 and 5 miles) is considered to be the range from which Facility component details would be visually clear (foreground) and where viewers still have the potential to distinguish individual forms, and texture and color are still identifiable, but become muted and less detailed (middleground).
- Background. Within this distance zone (between 5 miles and 15 miles), texture has disappeared, and color has flattened, making objects appear “washed out;” however, landform ridgelines are still distinguishable.
- Seldom Seen. This distance zone (beyond 15 miles) includes lands visible beyond the background distance or lands hidden from view from key locations.

Viewers are likely to perceive landscape features with greater clarity in foreground views, with clarity gradually diminishing toward the distant middleground. Within the background distance zone, forms, lines, and textures begin to blend into the surrounding landscape and colors generally appear more muted. Features located within the seldom-seen distance zone would be barely detectable.

A glare analysis was also performed, using the Sandia Laboratories’ Solar Glare Hazard Analysis Tool. The glare analysis results have been summarized as they regard to specific important recreation areas below; see Exhibit I for the full methodology. The solar array components are described in further detail in the Background Information Exhibit. The solar panels would be the most visible components of the solar arrays and would consist of solar module strings, mounted on single-axis tracker systems. The visibility of the solar arrays would depend primarily on topographic or other view obstructions and the distance from the viewer to the solar arrays. With a maximum height of 10.1 feet, the arrays would not be visible from sites lower in elevation than the area on which the array is constructed. From sites that are similar in elevation to the arrays, viewers are likely to perceive 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 panels, becoming more noticeable when the view direction is toward the angle at which the panel is tilted toward the sun. To the extent practicable, reflectivity of the solar arrays would be minimized. Antireflective coating would be used to reduce glare and the surface of the panels would have high transmittance to increase the amount of light reaching the photovoltaic cells. With these methods, the panels would be less reflective than a natural water body or a coated glass surface that is not antireflective.

4.4.2 Visual Impact Assessment Results

Based on the results of the ZVI analysis, portions of the Facility would potentially be visible from four of the five important recreational opportunities in the analysis area (see Figures K-2 and K-3 and Table K-2); The McGowan Meadow ACEC would not have Facility visibility.

Potential visibility one of several factors that comprise an assessment of visual impact to an important recreational opportunity. Other factors to consider include the existing visual character, particularly other sources of visual contrast present within the view; the likely number and nature of visitors to a recreation area; and whether there is any management direction related to preservation of scenic quality, either within the recreation area or outside of it. Table K-2 provides a summary of the visual impact assessment for each of the important recreational opportunities in the analysis area. Table K-2 also considers the visibility of the 230-kilovolt generation-tie transmission line for the Facility.

The proposed Facility solar array and generation-tie transmission line would potentially be visible from four of the five important recreational opportunities. All important recreational opportunities currently have views of other utility infrastructure, and/or urban and industrial development so the Facility would not introduce a new or unusual feature to the view or significantly alter the existing visual character. In addition, potential views of the Facility from some of the important recreational opportunities would be partially to fully screened by existing vegetation, terrain, and man-made structures.

The four important recreational opportunities with Facility visibility would have either foreground (i.e., Willamette Valley Scenic Bikeway) or middleground views (i.e., Blue Ruin Island/Landing, and Upper Willamette Valley Margin ACEC), or are within middleground distances with background visibility of the solar arrays/generation-tie transmission line (i.e., Willamette River Greenway – Marshall Island Access) of the Facility. The following paragraphs provide a more in-depth visual impact assessment for these important recreational opportunities.

4.4.2.1 Blue Ruin Island/Landing

At the Blue Ruin Island/Landing, the visual impact of the Facility is anticipated to be negligible; note that a majority of the Willamette River Greenway, in general, was found to not be visible from the Facility (in which the Blue Ruin Island/Landing is located). The viewshed analysis indicates potential limited visibility of the solar arrays at a middleground distance of 4.5 miles or greater in the southern Island portion (Figure K-2). Because the solar arrays would appear relatively low to the ground with a maximum height of 10.1 feet, they would be noticeable but not distinct from this distance and would not obstruct or intrude upon views from the resource. If they are visible, the arrays would appear as a dark line on the horizon and would create minimal visual contrast, which would be seen in context with existing landscape modifications, including existing utility infrastructure, and/or urban and industrial development. The Facility's associated generation-tie transmission line may also be visible at a background distance of 5.2 miles or greater from scattered portions of the Island/Landing, primarily in the southern Island portion (Figure K-3). If

visible, the generation-tie transmission line would introduce thin vertical structures that would create minimal visual contrast in context with other existing similar electrical infrastructure in the viewshed. The Facility would not introduce a new or unusual feature to the view or significantly alter the existing visual character. No significant amounts of glare are predicted for this resource (see Exhibit I for further discussion).

The Blue Ruin Island/Landing is located within the Willamette River Greenway, which is identified by the applicable regional management plans as well as by local plans as an important scenic resource where significant adverse visual impacts should be avoided (City of Eugene 2025; City of Harrisburg 2013; City of Eugene et al. 2024; Lane County 2024; Linn County 2025; see Exhibit I). The Landing is a popular attraction for water recreation and hunting (ODFW 2026, OPRD 2026d). The Landing as well as the Willamette River Greenway in total are anticipated to be largely screened by topography, vegetation and human-made structures (Google Earth 2024). Therefore, although the Landing would have some intermittent Facility visibility, the Facility is not anticipated to compromise the purpose of the Landing and would not result in significant adverse visual impacts on this important recreation area.

4.4.2.2 Willamette River Greenway – Marshall Island Access

At the Willamette River Greenway – Marshall Island Access, the visual impact of the Facility is anticipated to be negligible; note that a majority of the Willamette River Greenway, in general, was found to not be visible from the Facility (in which the Marshall Island Access is located). The viewshed analysis indicates potential limited visibility of the solar arrays at a background distance of 5.1 miles or greater in the western portion of the Park (located at slightly higher elevation, see Figure K-2). Because the solar arrays would appear relatively low to the ground with a maximum height of 10.1 feet, they would be minimally noticeable and not distinct from this distance and would not obstruct or intrude upon views from the resource. If they are visible, the arrays would appear as a dark line or thin band on the horizon and would create minimal visual contrast, which would be seen in context with existing landscape modifications, including existing utility infrastructure, and/or urban and industrial development. The Facility's associated generation-tie transmission line may also be visible at a background distance of 6.1 miles or greater from most portions of the Park within the analysis area (Figure K-3). If visible, the generation-tie transmission line would introduce thin vertical structures that would create minimal visual contrast in context with other existing similar electrical infrastructure in the viewshed. The Facility would not introduce a new or unusual feature to the view or significantly alter the existing visual character. No significant amounts of glare are predicted for this resource (see Exhibit I for further discussion).

The Willamette River Greenway – Marshall Island Access is located within the Willamette River Greenway, which is identified by the applicable regional management plans as well as by local plans as an important scenic resource where significant adverse visual impacts should be avoided (City of Eugene 2025, City of Harrisburg 2013, City of Eugene et al. 2024, Lane County 2024, Linn County 2025; see Exhibit I). The Park is a popular attraction for water recreation and hiking (OPRD 2026d, OPRD 2026e). The Park as well as the Willamette River Greenway in total are anticipated to be

largely screened by topography, vegetation and human-made structures (Google Earth 2024). Therefore, although the Park would have some intermittent Facility visibility, the Facility is not anticipated to compromise the purpose of the Park and would not result in significant adverse visual impacts on this important recreation area.

4.4.2.3 Willamette Valley Scenic Bikeway

At the Willamette Valley Scenic Bikeway, the visual impact of the Facility is anticipated to be low. The viewshed analysis indicates potential visibility of the solar arrays at a foreground distance of 0.4 miles or greater along most portions of the Bikeway within the analysis area (Figure K-2). Because the solar arrays would appear relatively low to the ground with a maximum height of 10.1 feet, they would not be a prominent feature from this distance and would not obstruct or intrude upon views from the resource. If they are visible, the arrays would appear as a dark line on the horizon or a thin band and would create weak visual contrast, which would be seen in context with existing landscape modifications, including existing utility infrastructure, and/or urban and industrial development. The Facility's associated generation-tie transmission line may also be visible at a middleground distance of one mile or greater from most portions of the Bikeway within the analysis area (Figure K-3). If visible, the generation-tie transmission line would introduce thin vertical structures that would create minimal visual contrast in context with other existing similar electrical infrastructure in the viewshed. The Facility would not introduce a new or unusual feature to the view or significantly alter the existing visual character. No significant amounts of glare are predicted for this resource (see Exhibit I for further discussion). Visual impacts from the Facility infrastructure would be transient when experienced by bikers as they pass near the Facility area.

The Willamette Valley Scenic Bikeway itself is not managed for scenic quality, but the portions of the Willamette Valley Scenic Bikeway that traverse Muddy Creek and the Over the Rivers and Through the Woods Scenic Byway within the analysis area are identified by the applicable state management plan as well as by local plans as important scenic resources where significant adverse visual impacts should be avoided (City of Harrisburg 2013, ODOT 2023; see Exhibit I). The Willamette Valley Scenic Bikeway has no specific scenic resources/viewpoints identified along the portion of Bikeway within the analysis area (OPRD 2026b). Usage is anticipated to be moderate/high due to the locale, but the Bikeway is considered to be moderate in difficulty, which could limit some public usage (OPRD 2026b). As mentioned previously, existing views from the Bikeway within the analysis area include urban/industrial development and various human-made structures including electrical and utility infrastructure (Google Earth 2024). Approximately 18 miles of the 135-mile Bikeway are located in the analysis area, or 13 percent of the total Bikeway (OPRD 2026b). Therefore, views of the Facility are not anticipated to compromise the purpose of the Bikeway and would affect users for a short duration. With the implementation of management measures as applicable (as outlined in Exhibit I), the Facility would not have a significant adverse visual impact on this important recreational opportunity.

4.4.2.4 Upper Willamette Valley Margin ACEC

At the Upper Willamette Valley Margin ACEC, the visual impact of the Facility is anticipated to be negligible. The viewshed analysis indicates potential intermittent visibility of the solar arrays at a middleground distance of two miles or greater in scattered portions of the ACEC (Figure K-2). Because the solar arrays would appear relatively low to the ground with a maximum height of 10.1 feet, they would be noticeable but not distinct from this distance and would not obstruct or intrude upon views from the resource. If they are visible, the arrays would appear as a dark line on the horizon and would create minimal visual contrast, which would be seen in context with existing landscape modifications, including existing utility infrastructure, and/or urban and industrial development. The Facility's associated generation-tie transmission line may also be visible at a middleground distance of three miles or greater from scattered portions of the ACEC (Figure K-3). If visible, the generation-tie transmission line would introduce thin vertical structures that would create minimal visual contrast in context with other existing similar electrical infrastructure in the viewshed. The Facility would not introduce a new or unusual feature to the view or significantly alter the existing visual character. No significant amounts of glare are predicted for this resource (see Exhibit I for further discussion).

The Upper Willamette Valley Margin ACEC by itself is not identified or managed as an important scenic resource. As stated previously, the ACEC's primary purpose is for habitat conservation but offers some public access and recreational opportunities in proximity to various large waterbodies (e.g., McKenzie River, Willamette River, Row Rivers, Cottage Grove/Dorena/Fall Creek Reservoirs), most of which are located outside of the analysis area (BLM 2016); the ACEC also has access to the Coburg Hills Back Country Byway and Shotgun Off-highway Vehicle Trail System (BLM 2026c). The ACEC is largely forested (unmanaged mature/late-successional) and thus is anticipated to have limited Facility visibility due to vegetation screening (BLM 2016; Google Earth 2024). The ACEC also has no specific scenic resources/viewpoints nor developed facilities/recreational opportunities beyond BLM roads identified within the analysis area (BLM 2016; Google Earth 2024). Therefore, although the ACEC would have some intermittent Facility visibility, the Facility is not anticipated to compromise the purpose of the ACEC and would not result in significant adverse visual impacts on this important recreation area.

4.5 Summary of Impacts

The Facility has been designed to avoid direct loss to all important and identified recreational opportunities (see Table K-2), and indirect disturbance effects would not lead to an indirect loss of any important or identified recreational opportunity. The five important recreational opportunities may experience some traffic impacts, and four of the five sites would have some visibility of the Facility at foreground or middleground viewing distances. Two important recreational opportunities have the potential to experience some minor traffic impacts during construction. Traffic impacts for the important recreational opportunities would be limited to potential delays accessing these resources rather than traffic at the sites; any potential traffic impacts would be

temporary and intermittent during construction, and unlikely to affect the level of use at these sites. The noise analysis will be submitted separately.

Due to their low visual profile, the solar arrays would have no visibility from one of the five important recreational opportunities within the analysis area, with the remaining four important recreation areas otherwise having negligible to low visual impacts at foreground or middleground viewing distances. Similarly, due to its middleground distance and context within an existing modified landscape that includes electrical infrastructure, the Facility's associated generation-tie transmission line would create minimal visible contrast from the five important recreational opportunities. Views of the solar array and generation-tie transmission line would not interfere with the purpose or management direction of these recreational opportunities; Existing views include utility infrastructure, and/or urban and industrial development such that the Facility would not represent new or unique features in the viewshed, thus resulting in no significant changes to the existing landscape character or quality. Views of the Facility are considered unlikely to significantly affect visitor experience or numbers of visitors at these resources.

Table K-2. Summary of Impacts to Important Recreational Opportunities

Recreational Opportunity	Direct or Indirect Loss of Opportunity?	Operational Noise Analysis Results ¹	Potential Traffic Impacts	Potential Visual Impacts
Blue Ruin Island/Landing	No	Pending	Negligible to minor; potential short-term, intermittent access delays during construction, which would not create a significant adverse impact	Viewshed analysis indicates potential limited visibility of solar panels in portions of the southern part of the Island/Landing at a middleground distance (4.5 miles); the gen-tie transmission line may be visible from scattered portions of the southern part of the Island/Landing at a background distance (5.2 miles); due to existing infrastructure visual contrast would be weak; no conflict with management direction.
Willamette River Greenway - Marshall Island Access	No	Pending	Negligible	Viewshed analysis indicates potential limited visibility of solar panels in portions of the western part of the Park at a background distance (5.1 miles); no significant amounts of glare; the gen-tie transmission line may be visible from most portions of the Park at a background distance (6.1 miles); due to existing infrastructure visual contrast would be weak; no conflict with management direction.
Willamette Valley Scenic Bikeway	No	Pending	Negligible to minor; potential short-term, intermittent access delays during construction, which would not create a significant adverse impact	Viewshed analysis indicates potential visibility of solar panels from most of the Bikeway at a foreground distance (0.4 miles); no significant amounts of glare; the gen-tie transmission line may be visible from most of the Bikeway at a middleground distance (1.0 mile); due to existing infrastructure visual contrast would be weak; no conflict with management direction.
McGowan Meadow ACEC	No	Pending	Negligible	Viewshed analysis indicates no visibility of solar panels or gen-tie transmission line.
Upper Willamette Valley Margin ACEC	No	Pending	Negligible	Viewshed analysis indicates potential intermittent visibility of solar panels in scattered portions of the ACEC at a middleground distance (2.0 miles); no significant amounts of glare; the gen-tie transmission line may be visible from scattered portions of the ACEC at a middleground distance (3.0 miles); due to existing infrastructure visual contrast will be weak; no conflict with management direction.
1. Noise analysis to be submitted separately.				

5.0 Avoidance and Mitigation – OAR 345-022-0100(5)(d)

(d) A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate any significant adverse impacts identified in subsection (b);

As described in Section 4, the Facility will have no significant, direct adverse impact on any important recreational opportunity in the analysis area. Indirect disturbance effects associated with traffic, noise, or visual aspects of the Facility will not lead to an indirect loss of any important or identified recreational opportunity. Consequently, no mitigation measures are proposed to avoid, reduce, or otherwise mitigate significant adverse impacts.

6.0 Monitoring Program – OAR 345-022-0100(5)(f)

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

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

7.0 References

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8.0 Approval Standards and Submittal Requirements

Table K-3. Approval Standards and Submittal Requirements Matrix

Requirements	Location
OAR 345-022-0100 Recreation	
Approval Standards	
(1) To issue a site certificate, the Council must find that the design, construction and operation of a facility, taking into account mitigation, are not likely to result in a significant adverse impact to important recreational opportunities.	Sections 3.0 through 6.0

**Preliminary Application for Site Certificate
Exhibit K. Recreation**

Requirements	Location
(2) The Council must consider the following factors in judging the importance of a recreational opportunity:	-
(a) Any special designation or management of the location;	Table K-1
(b) The degree of demand;	Table K-1
(c) Any outstanding or unusual qualities;	Table K-1
(d) The availability or rareness; and	Table K-1
(e) The irreplaceability or irretrievability of the opportunity.	Table K-1
(3) The Council may issue a site certificate for a special criteria facility under OAR 345-015-0310 without making the findings described in section (1). In issuing such a site certificate, the Council may impose conditions of approval to minimize the potential significant adverse impacts from the design, construction, and operation of the facility on important recreational opportunities.	N/A
Submittal Requirements	
(4) To assist the Council in determining whether the standard outlined in (1) through (3) has been met, the Applicant must submit information about the impacts the proposed facility would have on important recreational opportunities in the analysis area, providing evidence to support a finding by the Council as required by OAR 345-022-0100, including:	-
(a) A description of the recreational opportunities in the analysis area that includes information on the factors listed in OAR 345-022-0100(1) as a basis for identifying important recreational opportunities;	Section 3.0
(b) A description of any potential adverse impacts to the important opportunities identified in subsection (a) including, but not limited to:	-
(A) Direct or indirect loss of a recreational opportunity as a result of facility construction or operation;	Section 4.1
(B) Noise resulting from facility construction or operation;	Section 4.2
(C) Increased traffic resulting from facility construction or operation; and	Section 4.3
(D) Visual impacts of facility structures or plumes, including but not limited to, changes in landscape character or quality.	Figures K-2 and K-3, Section 4.4
(c) An evaluation of the significance of the potential adverse impacts identified under subsection (b);	Section 4.0 through 6.0
(d) A description of any measures the applicant proposes to avoid, reduce or otherwise mitigate any significant adverse impacts identified in subsection (b);	Section 5.0
(e) A map of the analysis area showing the locations of important recreational opportunities identified in subsection (a); and	Figure K-1
(f) The applicant's proposed monitoring program, if any, for impacts to important recreational opportunities.	Section 6.0
Checked latest rule: EFSC 4-2026, amend filed 04/23/2026, effective 04/23/2026.	

Figures

Muddy Creek Energy Park

Figure K-1 Recreational Opportunities within the Analysis Area

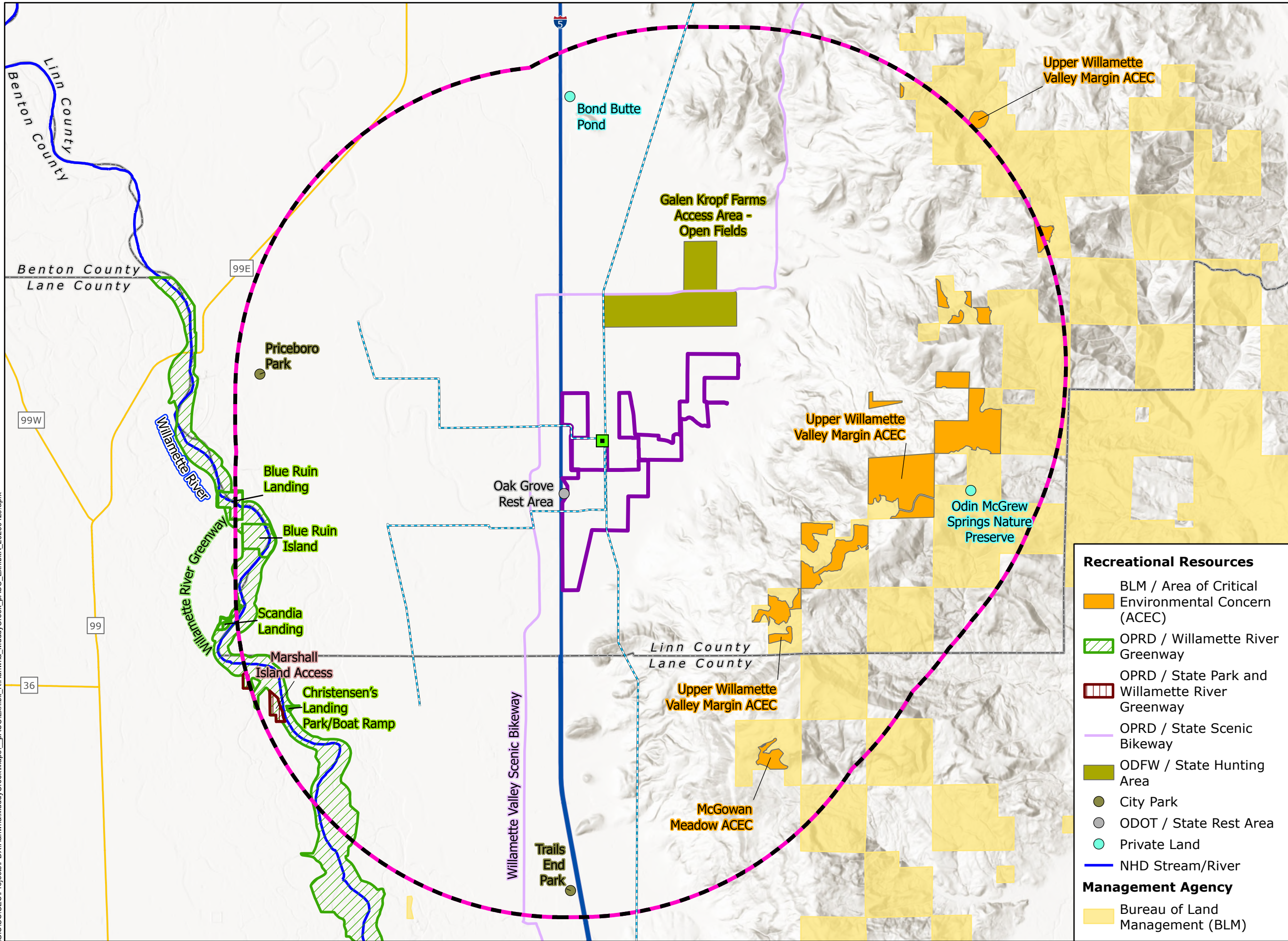
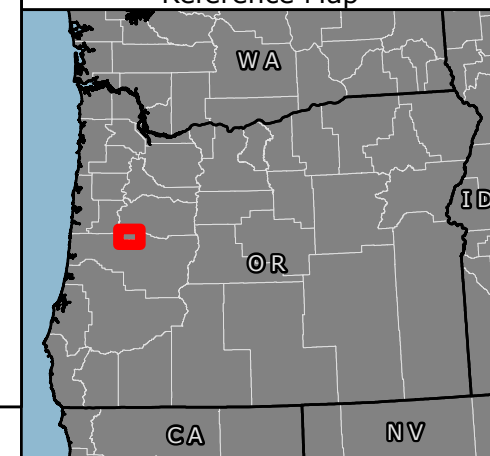
LINN COUNTY, OR

- Facility Site Boundary
- Analysis Area (5-mile Buffer)
- County Boundary
- Interstate Highway
- State Highway
- Existing Transmission Line
- Existing Substation

- ### Recreational Resources
- BLM / Area of Critical Environmental Concern (ACEC)
 - OPRD / Willamette River Greenway
 - OPRD / State Park and Willamette River Greenway
 - OPRD / State Scenic Bikeway
 - ODFW / State Hunting Area
 - City Park
 - ODOT / State Rest Area
 - Private Land
 - NHD Stream/River
- ### Management Agency
- Bureau of Land Management (BLM)



Reference Map

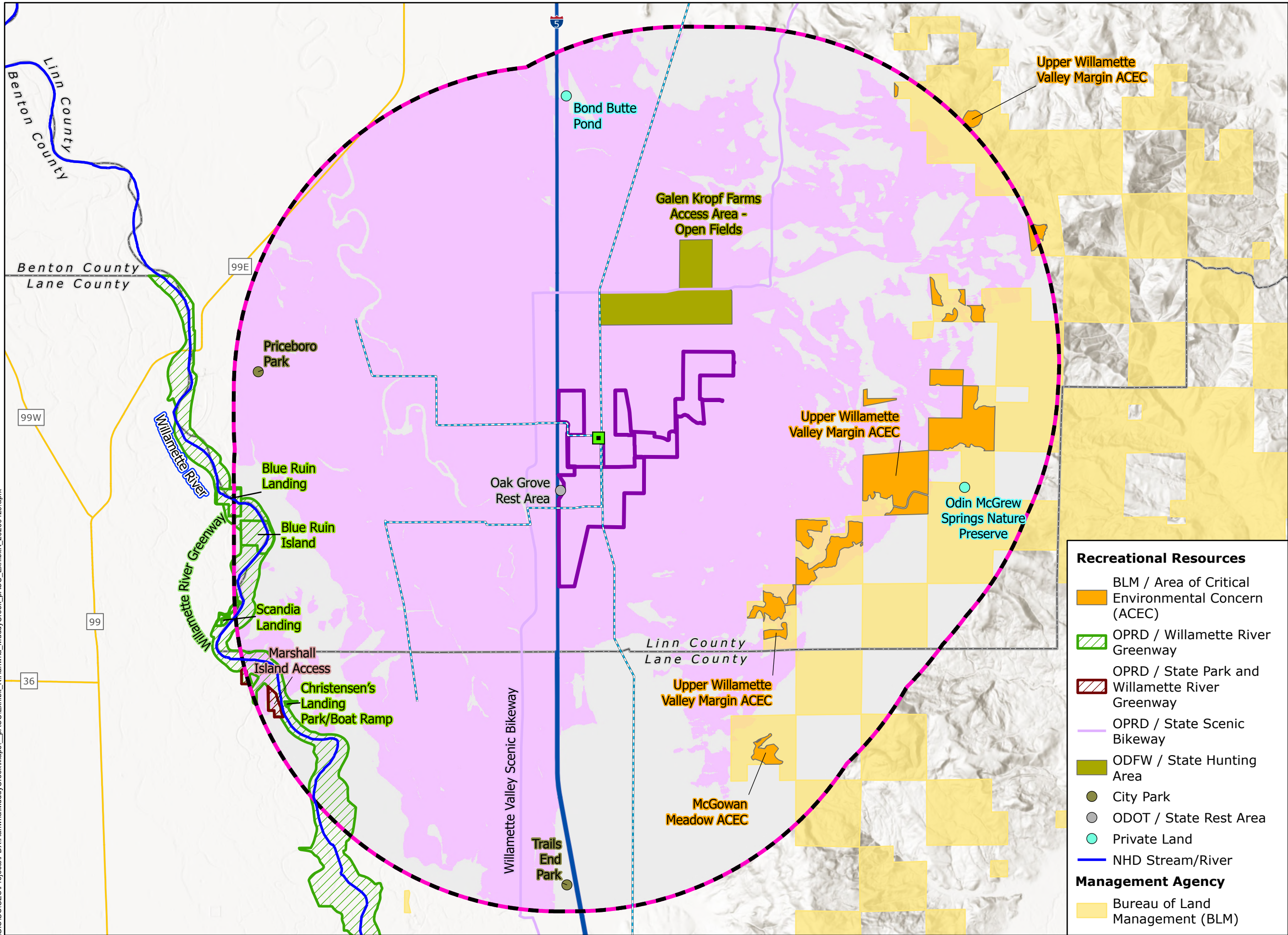


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Muddy Creek Energy Park

Figure K-2 Recreational Opportunities Viewshed

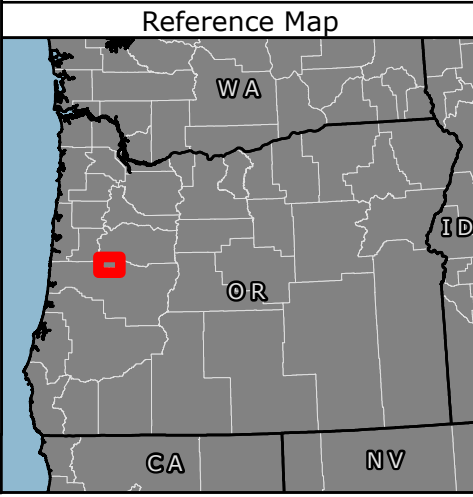
LINN COUNTY, OR



- Facility Site Boundary
 - Analysis Area (5-mile Buffer)
 - County Boundary
 - Interstate Highway
 - State Highway
 - Existing Transmission Line
 - Existing Substation
- Viewshed Results*
- Solar Array Potentially Not Visible
 - Solar Array Potentially Visible

- ### Recreational Resources
- BLM / Area of Critical Environmental Concern (ACEC)
 - OPRD / Willamette River Greenway
 - OPRD / State Park and Willamette River Greenway
 - OPRD / State Scenic Bikeway
 - ODFW / State Hunting Area
 - City Park
 - ODOT / State Rest Area
 - Private Land
 - NHD Stream/River
- ### Management Agency
- Bureau of Land Management (BLM)

*Solar array visibility calculated using a 10 meter bare-earth digital elevation model with fence/array heights of 10.10 feet (3.08 meters) and a viewing height of 5.75 feet (1.75 meters).



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Muddy Creek Energy Park

Figure K-3 Recreational Opportunities Viewshed

LINN COUNTY, OR

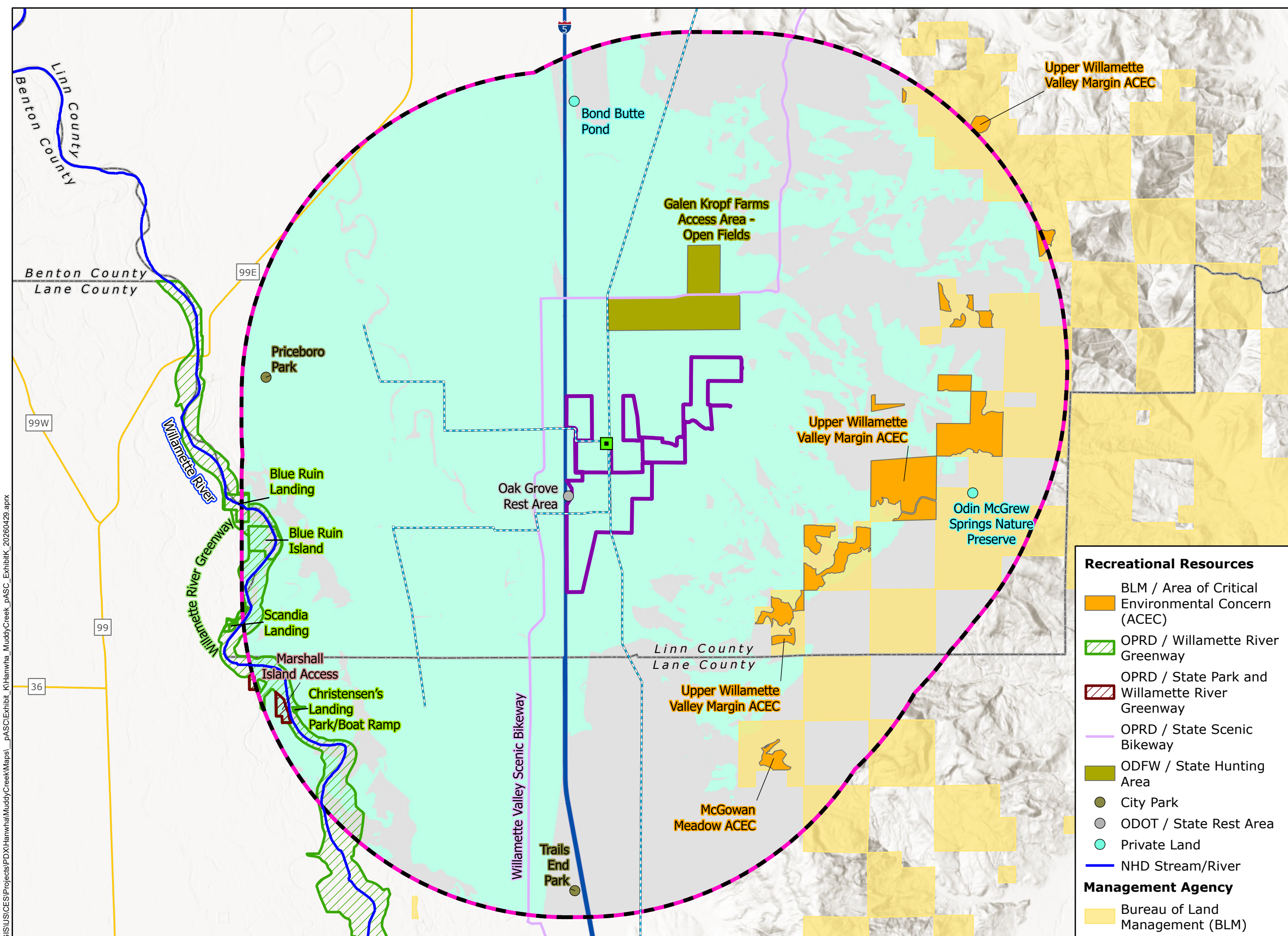
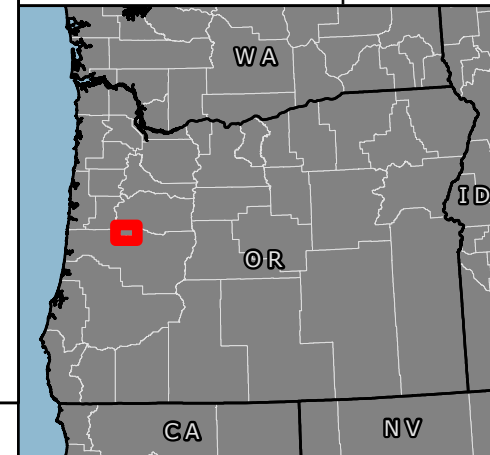
- Facility Site Boundary
 - Analysis Area (5-mile Buffer)
 - County Boundary
 - Interstate Highway
 - State Highway
 - Existing Transmission Line
 - Existing Substation
- Viewshed Results*
- Gen-Tie Potentially Not Visible
 - Gen-Tie Potentially Visible

- ### Recreational Resources
- BLM / Area of Critical Environmental Concern (ACEC)
 - OPRD / Willamette River Greenway
 - OPRD / State Park and Willamette River Greenway
 - OPRD / State Scenic Bikeway
 - ODFW / State Hunting Area
 - City Park
 - ODOT / State Rest Area
 - Private Land
 - NHD Stream/River
- ### Management Agency
- Bureau of Land Management (BLM)

*Potential Gen-Tie Line visibility calculated using a 10 meter bare-earth digital elevation model with collector line heights of 77 feet (23.47 meters) and a viewing height of 5.75 feet (1.75 meters).



Reference Map



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