

Exhibit R

Scenic and Aesthetic Values

**Mist Resiliency Project
August 2024**

Prepared for



Northwest Natural Gas

Prepared by



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Acronyms and Abbreviations

LCNHT	Lewis and Clark National Historic Trail
NMCS	North Mist Compressor Station
NWN	Northwest Natural Gas
NPS	National Park Service
OAR	Oregon Administrative Rules
ODF	Oregon Department of Forestry
ODSL	Oregon Department of State Lands
Project	Mist Resiliency Project
REAMP	Real Estate Asset Management Plan
RFA	Request for Amendment
RCW	Revised Code of Washington
SR-4	State Route 4
USFWS	U.S. Fish and Wildlife Service
WSDOT	Washington State Department of Transportation

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1.0 Introduction

Northwest Natural Gas (NWN), the Certificate Holder, proposes to amend the Site Certificate for its underground natural gas storage facility at the Mist Resiliency Project (Project) in Columbia County, Oregon. Exhibit R contains information pertaining to potential adverse visual impacts of construction and operation of the Project on significant or important scenic resources, as required to meet the submittal requirements in Oregon Administrative Rules (OAR) 345-021-0010(1)® paragraphs (A) through (G). This exhibit demonstrates that the Project can comply with the approval requirements found in OAR 345-022-0080:

(1) To issue a site certificate, the Council must find that the design, construction and operation of the facility, taking into account mitigation, are not likely to result in significant adverse visual impacts to significant or important scenic resources.

(2) The Council may issue a site certificate for a special criteria facility under OAR 345-015-0310 without making the findings described in section (1). In issuing such a site certificate, the Council may impose conditions of approval to minimize the potential significant adverse visual impacts from the design, construction, and operation of the facility on significant or important scenic resources.

(3) A scenic resource is considered to be significant or important if it is identified as significant or important in a current land use management plan adopted by one or more local, tribal, state, regional, or federal government or agency.

(4) The Council shall apply the version of this rule adopted under Administrative Order EFSC 1-2007, filed and effective May 15, 2007, to the review of any Application for Site Certificate or Request for Amendment that was determined to be complete under OAR 345-015-0190 or 345-027-0363 before the effective date of this rule. Nothing in this section waives the obligations of the certificate holder and Council to abide by local ordinances, state law, and other rules of the Council for the construction and operation of energy facilities in effect on the date the site certificate or amended site certificate is executed.

2.0 Analysis Area

The Analysis Area is the area for which NWN must describe the impacts of the proposed Project changes in this Request for Amendment (RFA) 13. The Analysis Area is the same as the scenic resources study area defined in OAR 345-001-0010 (35)(b), as the area within and extending 10 miles from the Site Boundary. The Site Boundary is defined in the Project Description section of this RFA 13, which reflects the information pursuant to OAR 345-021-0010(1)(a) and (b). The Scenic Resources Analysis Area is shown on Figure R-1.

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 scenic resources identified as significant or important in a land use management plan adopted by one or more local, tribal, state, regional, 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, and federal land use plans within the Analysis Area, as required to demonstrate compliance with the approval standard in OAR 345-022-0080. The Analysis Area includes two Oregon counties (Columbia County and Clatsop County), two Washington counties (Cowlitz County and Wahkiakum County), as well as the cities of Clatskanie, Oregon and Cathlamet, Washington.¹ There are also many rural communities within the Analysis Area (e.g., Pittsburg, Vesper, Birkenfeld, Mist, Marshland, Kerry, Westport, Wauna, Quincy, and Mayger); however, these are unincorporated areas that are managed under county land use plans. State land administered by the Oregon Department of State Lands (ODSL), Oregon Department of Forestry (ODF), and Washington State Department of Transportation (WSDOT) are located within the Analysis Area. There are no tribal lands located within the Analysis Area. Federal lands within the Analysis Area are limited to land administered by the U. S. Fish and Wildlife Service (USFWS) at Julia Butler Hansen National Wildlife Refuge and National Park Service (NPS)-administered Lewis and Clark National Historic Trail (LCNHT); there are no other federal lands. The applicable land use plans are described below, along with an assessment of whether each plan identifies significant or important scenic resources within the Analysis Area. Table R-1 provides a summary of applicable management plans reviewed and scenic resources identified within the Analysis Area. Figure R-1 identifies these scenic resources by

¹ Note that two Washington counties and two incorporated Washington towns [and in turn, one scenic resource, State Route 4 (SR-4)/Lewis and Clark Scenic Byway] were previously included in the RFA 11 Exhibit R analysis. However, they are managed by Washington entities and located in Washington and are thus outside the scope of Oregon's RFA process. These resources are included in this analysis for consistency, but the incorporated town of Longview, Washington is outside the analysis area for RFA 13 and therefore is not included in this analysis.

name. Aside from the newly identified ODSL and ODF lands, no new scenic resources were identified within the Analysis Area since the Final Order on RFA 12 was issued.^{2,3,4}

² Note that the ODSL and ODF lands, as well as the LCNHT, existed during the previous Project RFA analysis, but were not included in the earlier analysis. They are included for the purposes of this RFA 13. Additionally, the Highway 30 viewpoint was included in the RFA 11 Exhibit R analysis, but is no longer within the Analysis Area; thus, it is not included in the analysis.

³ Final Order on Request for Contested Case and Amendment No. 11 of the Site Certificate (April 2016), p. 124-126

⁴ Final Order on Requests for Contested Case and Amendment #12 of the Site Certificate (September 2017), p. 27

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Table R-1. Inventory of Important Scenic Resources in the Analysis Area

Jurisdiction	Plan	Scenic Resources Specified in Plan (Y/N)	Important or Significant Scenic Resources Identified in Analysis Area (Y/N)	Name of Scenic Resource(s) in Analysis Area	Scenic Resource Description	Distance from Site Boundary (miles)	Direction from Site Boundary	Location of Scenic Resources Discussed in Plan
Counties								
Columbia County, OR	Columbia County Comprehensive Plan (Columbia County 2011)	Yes	Yes	Beaver Creek Falls	Beautiful natural falls in narrow creek valley; access by public road.	5.2	E	Part XVI. Goal 5, Article XIII. Scenic Resources (pp. 280-284)
				Carcus Creek Falls	A scenic 105-foot waterfall in a wild stream surrounded by privately owned timber lands of second growth alder, fir, cedar, and maple. No public access.	8.1	E	
				Lava Creek Falls	Waterfall on Lava Creek over 100 feet high, this site is surrounded by privately owned timber lands. No road access is presently available to the falls. No public access.	6.5	E	
				Clatskanie River – Apiary Falls to Carcus Creek	A wild, deep gorge on the Clatskanie River winding through a large second growth Douglas Fir forest. This is one of the few remaining roadless river segments in the northern Coast Range. No public access.	9.7	E	
				Scenic segment of OR-47	State-designated scenic highway segment of OR-47 between Pittsburg and Clatskanie ^{1/}	0.1	E	
Clatsop County, OR	Clatsop County Comprehensive Plan (Clatsop County 2023)	Yes	Yes	Gnat Creek Falls	A series of waterfalls in private and ODF ownership. The portion on Oregon Department of Forestry (ODF) land has been designated as a Scenic Conservation Area, and the private owner has voluntarily restricted logging within the river canyon.	9.3	NW	Chapter 5/Goal 5. Open Spaces, Scenic/Historic Areas, and Natural Resources, Outstanding Scenic Views and Sites (pp. 43-50 [document is misnumbered]); Draft 05, Chapter 5/Goal 5 document (p. 9)
				Plympton Creek Falls	Scenic 75-foot waterfall in a steep forested canyon, in lands owned by ODF. ODF has designated 40 acres around the falls as a Protective Conservancy, encompassing most of the older growth timber along the creek.	5.5	NW	
				Westport-Scenic Conservancy, Highway 30 Corridor	This area is on the south side of US-30 near Westport, extending for approximately one mile west of the road leading to the ferry dock. ODF defines the scenic corridor as extending 150 feet from the edge of the highway right-of-way, and limits timber management and harvest in this area.	6.6	NW	
Cowlitz County, WA	Cowlitz County Comprehensive Plan (Cowlitz County 2017)	No	-	-	-	-	-	-
Wahkiakum County, WA	Wahkiakum County Comprehensive Plan (Cowlitz-Wahkiakum Governmental Conference 1984)	No	-	-	-	-	-	-
	Wahkiakum County Shoreline Management Master Program (Wahkiakum County Planning Commission 1980)	No	-	-	-	-	-	-

Jurisdiction	Plan	Scenic Resources Specified in Plan (Y/N)	Important or Significant Scenic Resources Identified in Analysis Area (Y/N)	Name of Scenic Resource(s) in Analysis Area	Scenic Resource Description	Distance from Site Boundary (miles)	Direction from Site Boundary	Location of Scenic Resources Discussed in Plan
Incorporated Cities and Towns								
City of Clatskanie, OR	City of Clatskanie Comprehensive Plan (City of Clatskanie 2015)	No	-	-	-	-	-	-
Town of Cathlamet, WA	Town of Cathlamet Comprehensive Plan (CCPSC et al. 2002)	No	-	-	-	-	-	-
State								
Oregon Department of State Lands (ODSL)	Real Estate Asset Management Plan (ODSL 2012)	Yes	Yes	Special Stewardship Lands	Special Stewardship Lands are managed to ensure the protection of scenic, natural resource, cultural, educational and recreation values. The applicable ODSL parcels are located along the Columbia River adjacent to the Julia Butler Hansen National Wildlife Refuge parcels.	2.2	NW	Chapter I, Introduction & Background (p. 7); Chapter II, Land Classification, Current Asset Land Base by Class, Special Stewardship Lands (pp. 12-13)
Oregon Department of Forestry (ODF)	Northwest Oregon State Forests Management Plan (ODF 2010)	Yes	Yes	Westport-Scenic Conservancy, Highway 30 Corridor	This area is on the south side of US-30 near Westport, extending for approximately one mile west of the road leading to the ferry dock. ODF defines the scenic corridor as extending 150 feet from the edge of the highway right-of-way, and limits timber management and harvest in this area. Same scenic resource as identified by Clatsop County; see above.	6.6	NW	Chapter 2. Understanding the Forest: Planning and Resources, Scenic Resources (pp. 2-71 – 2-72); Chapter 3. Guiding Principles, Vision, and Goals, Resource Management Goals, Recreation and Scenic Resources (p. 3-15); Chapter 4. Resource Management Concepts and Strategies, Scenic Resources (pp. 4-105 – 4-107)
Washington State Department of Transportation (WSDOT)	Chapter 47.39 Scenic and Recreational Highway Act of 1967, Revised Code of Washington 47.30.020 (Washington State Legislature 2023) ²	Yes	Yes	State Route 4 (SR-4)/Lewis and Clark State Scenic Byway	SR-4 beginning at the junction with SR 101, easterly through Cathlamet to Coal Creek Road, approximately 0.5 miles west of Longview city limits, has been designated under the Scenic and Recreational Highway Act of 1967. SR-4 is designated as part of the Lewis and Clark Trail Scenic Byway.	3.3	N	Scenic and Recreational Highway Act of 1967, RCW 47.39.020. Designation of portions of existing highways and ferry routes as part of system (pp. 1)
Tribal								
None Applicable	-	-	-	-	-	-	-	-
Federal								
USFWS	Comprehensive Conservation Plan for the Lewis and Clark and Julia Butler Hansen National Wildlife Refuges (USFWS 2010)	No	-	-	-	-	-	-

Jurisdiction	Plan	Scenic Resources Specified in Plan (Y/N)	Important or Significant Scenic Resources Identified in Analysis Area (Y/N)	Name of Scenic Resource(s) in Analysis Area	Scenic Resource Description	Distance from Site Boundary (miles)	Direction from Site Boundary	Location of Scenic Resources Discussed in Plan
National Park Service (NPS)	Comprehensive Plan for Management and Use, Lewis and Clark Trail National Historic Trail (NPS 1982)	No	-	-	-	-	-	-

Green shading indicates a management plan and/or scenic resource added since the last RFA that EFSC reviewed for the facility.

1. The current Oregon Highway Plan (ODOT 2023) does not designate this segment of OR-47 as a scenic highway. This segment of OR-47 is not a part of a designated state or national Scenic Byway, All-American Road, or Oregon Tour Route.
2. SR-4/Lewis and Clark State Scenic Byway is not a newly reviewed scenic resource, however, the plan associated with the scenic resource has been updated since the last RFA.

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3.1 Counties

3.1.1 Columbia County, Oregon

The Columbia County Comprehensive Plan was first adopted in 1984 and has been updated regularly through 2011 (Columbia County 2011). Part XVI of the plan addresses State Planning Goal 5, “to protect natural resources and conserve scenic and historic areas and open spaces.” Part XVI, Article XIII provides an inventory of scenic resources in the county. Five of the identified resources are located within the Analysis Area: Beaver Creek Falls, Carcus Creek Falls, Lava Creek Falls, a roadless segment of the Clatskanie River between Apiary Falls and Carcus Creek, and a “state-designated scenic segment” of Oregon Highway 47 (OR-47) between Pittsburg and Clatskanie. The plan also notes scenic views from two waysides along U.S. Highway 30 (US-30) and the Old Columbia River Highway north of Rainier; this appears to refer to two pullouts that offer views of Longview and the Lewis and Clark Bridge. Neither of these are within the Analysis Area and neither is an official wayside.

The plan notes that most of the areas inventoried are on public property, but that Carcus Creek Falls, Lava Creek Falls, and the Clatskanie River segment are undeveloped, privately held scenic resources with no public access.

Although the Columbia County Comprehensive Plan refers to a state scenic highway designation for a segment of OR-47, the current Oregon Highway Plan (ODOT 2023) does not identify this road as a scenic highway. It is not part of a designated state or National Scenic Byway, All-American Road, or Oregon Tour Route, and no further information related to this segment of OR-47 as a potential scenic road can be found on the Oregon Department of Transportation website (ODOT Undated).

3.1.2 Clatsop County, Oregon

The Clatsop County Comprehensive Plan was first adopted in 1979 and has been updated regularly through 2023 (Clatsop County 2023). Chapter 5/Goal 5 of the plan addresses State Planning Goal 5, “to protect natural resources and conserve scenic and historic areas and open spaces.” A preliminary inventory of outstanding scenic views and sites is provided in Chapter 5; this is followed by a shorter final inventory of 12 important or significant scenic resources that are not protected by other means such as designation as a state park. Specific scenic views and sites within the Analysis Area include Gnat Creek Falls, Plympton Creek Falls, and a portion of ODF lands near Westport designated as a scenic conservancy. The Comprehensive Plan describes the general location but does not define the boundaries of the ODF scenic corridor; however, ODF’s Northwest Oregon State Forests Management Plan (ODF 2010) defines the scenic corridor area within ODF land as extending 150 feet from the outer boundary of the highway right-of-way.

3.1.3 Cowlitz County, Washington

The Cowlitz County Comprehensive Plan was first adopted in 1976; the most recent update is from 2017 (Cowlitz County 2017). The Plan takes into account the need to protect natural, scenic, and

environmentally sensitive areas in order to facilitate recreational access to natural areas. Goal LU 20 recognizes the public benefits of forestlands including environmental, recreational, scenic beauty, habitat protection, and quality of life. Places identified as special interest natural or cultural areas within the County are listed, some of which have scenic or aesthetic qualities, none of which are within the Analysis Area. Because the Cowlitz County Comprehensive Plan does not specifically identify any scenic resources or viewpoints, none are included in the impact analysis in this exhibit.

3.1.4 Wahkiakum County, Washington

The Wahkiakum County Comprehensive Plan was adopted in 1984 and has not been updated (Cowlitz-Wahkiakum Governmental Conference 1984). The Plan includes a goal to “provide for the conservation and wise use of non-renewable energy, mineral resources, and unique natural features”; the latter is intended to address viewpoints and scenic river valleys. Two policies related to natural features follow this goal, both of which indicate that view point areas and unique features “should be identified.” Specific viewpoints and scenic resources are not identified in the plan.

The Shoreline Management Master Program (Wahkiakum County Planning Commission 1980), developed in response to the Washington State Shoreline Management Act of 1971, supplements the Wahkiakum County Comprehensive Plan and was therefore considered in the review of local land use plans. This plan notes that scenic vistas and views should be considered, but does not specifically identify any particular scenic resources to be protected.

Because the Wahkiakum County plans do not specifically identify any scenic resources or viewpoints, none are included in the impact analysis in this exhibit.

3.2 Municipalities

3.2.1 City of Clatskanie, Oregon

The City of Clatskanie Comprehensive Plan was first adopted in 1978, and most recently updated in 2015 (City of Clatskanie 2015). In the Resources and the Environment section of the plan, under the heading “Outstanding Scenic Views and Sites,” is a short paragraph that states:

There are many locations within Clatskanie that have a good view of the City and its surrounding hills, the majority of which are zoned residential. However, there is no single area or view which can be described as outstanding. If, in the future, an outstanding scenic view is noted, the City will develop a site-specific plan for its preservation. However, since there are no inventories of views which need protecting, the City concludes that no policy action is necessary within the framework of this Comprehensive Plan (City of Clatskanie 2015).

Because the Clatskanie Comprehensive Plan does not specifically identify any scenic resources or viewpoints, none are included in the impact analysis in this exhibit.

3.2.2 Town of Cathlamet, Washington

The Town of Cathlamet Comprehensive Plan was adopted in 2002 (CCPSC et al. 2002). The only mention of scenic quality is in Goal 3 under Land Development: “Encourage design concepts that preserve or complement natural and cultural features, such as scenic views, historic resources, rock outcroppings, seasonal streams, steep contours and other elements of town character.” However, the plan does not discuss or identify any scenic views or resources to be protected.

3.3 State

3.3.1 Oregon Department of State Lands

ODSL manages its land-based assets through the strategy set out under the 2012 Real Estate Asset Management Plan (REAMP; ODSL 2012). The REAMP classifies the agency’s lands into seven categories: Forestlands, Agricultural Lands, Rangelands, Industrial/Commercial/Residential Lands, Special Stewardship Lands, Waterways, and Mineral and Energy Resources. Specific scenic resource areas are not identified by the REAMP; however, Special Stewardship Lands are managed to ensure the protection of “scenic, natural resource, cultural, educational and recreation values” (ODSL 2012). No other land classification is identified as having a scenic resource purpose.

In the Analysis Area, the ODSL parcels are either designated as Waterways or Special Stewardship Lands, along the Columbia River adjacent to the Julia Butler Hansen National Wildlife Refuge parcels (ODSL 2012, ODSL 2021). Thus, based on the information provided through the REAMP (2012), NWN identified potential visual impacts to significant or important scenic resources for consideration in this exhibit.

3.3.2 Oregon Department of Forestry

As referenced above in the Clatsop County Comprehensive Plan, a portion of ODF lands near Westport/Highway 30 are designated as a scenic conservancy (Clatsop County 2012). Per ODF’s Northwest Oregon State Forests Management Plan (ODF 2010), the scenic corridor area within ODF land is defined as extending 150 feet from the outer boundary of the highway right-of-way. No other portions of the ODF lands within the Analysis Area are defined as having scenic resources (ODF 2010). Due to the location of the Westport-Scenic Conservancy, Highway 30 Corridor overlapping with the Clatsop County defined scenic resources, any associated visual impacts will be discussed concurrently for both the county and ODF (see Section 5). Thus, NWN identified potential visual impacts to significant or important scenic resources for consideration in this exhibit.

3.3.3 Washington Department of Transportation

As previously analyzed under the Cowlitz County Comprehensive Plan,⁵ State Route 4 (SR-4) is classified under the Scenic and Recreational Highway Act of 1967, Revised Code of Washington

⁵ Request for Amendment No. 11 of the Site Certificate (November 2015), Exhibit R; the updated Cowlitz County Comprehensive Plan no longer includes SR-4 as a scenic resource (Cowlitz County 2017)

(RCW) 47.39.020 (Washington State Legislature 2023). SR-4 is also designated as part of the Lewis and Clark Trail Scenic Byway (WSDOT 2012). Thus, NWN identified potential visual impacts to significant or important scenic resources for consideration in this exhibit.

3.4 Tribal Lands

There are no tribal lands located within the Analysis Area.

3.5 Federal Lands

3.5.1 U.S. Fish and Wildlife Service

Federal land within the Analysis Area is limited to a wildlife refuge managed by USFWS. The primary mission of the USFWS as manager of the National Wildlife Refuge System is to provide valuable habitat for fish and wildlife. Various types of recreation are allowed or provided on many refuges, to the extent they are compatible with the purposes of a specific refuge. The Comprehensive Conservation Plan (USFWS 2010) for the Lewis and Clark and Julia Butler Hansen National Wildlife Refuges was reviewed to identify scenic resources on USFWS lands in the Analysis Area. The Julia Butler Hansen Refuge for the Columbian White-Tailed Deer encompasses several islands in the Columbia River and portions of the mainland in Washington, just west of Cathlamet, covering over 6,000 acres of pastures, forested tidal swamps, brushy wood lots, marshes, and sloughs. This refuge was established in 1972 specifically to protect and manage the endangered Columbian white-tailed deer (USFWS 2010).

Management direction for the refuge is provided by the USFWS Comprehensive Conservation Plan (USFWS 2010); however, the plan does not prescribe management for visual resources.

Accordingly, this plan does not identify any scenic resource or value within the Analysis Area for inclusion in this exhibit.

3.5.2 National Park Service

The Analysis Area includes a portion of the Lewis and Clark National Historic Trail (LCNHT), which received federal designation as a “historic trail” under the National Trails System Act (NTSA) in 1978. The purpose of the historic trail designation on federal lands is to protect the historic route and any associated artifacts. Specifically, the purpose is described in Section 3(a)(3) of the NTSA as follows (GovInfo 2023):

National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. Only those selected land and water based components of an historic trail which are on federally owned lands and which meet the national historic trail criteria established in this chapter are included as Federal protection components of a national historic trail....

Thus, the NTSA and its related protections apply only to where the ONHT is on federal lands. In addition, the focus of the NTSA is on historic preservation, not the management of scenic resources.

The NTSA indicates that specific locations along a historic trail can be identified as “high-potential” sites or trail segments. High-potential sites and trail segments are described as those locations that provide an opportunity to interpret the historic significance of the trail during its major use. No high-potential sites or trail segments were found within the Analysis Area (NPS 1982). Additionally, no specific recreational attractions were found along the LCNHT within the Analysis Area (NPS 2024).

The Comprehensive Plan for Management and Use of the Lewis and Clark National Historic Trail (NPS 1982) was developed to comply with the requirements of the NSTA and to manage preservation of the LCNHT. The Comprehensive Plan, as well as the updated Foundation Plan (NPS 2012), explain that the purposes of the LCNHT are “to commemorate the 1804 to 1806 Lewis and Clark Expedition through the identification; protection; interpretation; public use and enjoyment; and preservation of historic, cultural, and natural resources associated with the expedition and its place in U.S. and tribal history.” Thus, the LCNHT is managed for historical significance and not primarily as a scenic resource. The scenic value connected with the LCNHT is focused on the view of visible trail remnants, along with the immediate surroundings. Therefore, any high-potential sites of the LCNHT identified in the Comprehensive Plan (none of which are located in the Analysis Area) are significant or important historic resources, but are not specifically identified as scenic resources (NPS 1982).

Although the LCNHT is an important historic resource, it is neither considered nor managed as a significant or important scenic resource. However, the Certificate Holder provides an analysis below to demonstrate that the Facility will have limited impacts on the views from this resource. It is also further evaluated in Exhibit T as an important recreational resource.

4.0 Visual Resource Assessment – OAR 345-021-0010(1)(r)(C)(D)(E)

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);

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);

As previously found by the Energy Facility Siting Council, the design, construction and operation of the Project are not likely to result in significant adverse visual impacts to the important scenic resources identified within the Analysis Area and values identified as significant or important in applicable land use plans or federal land management plans.⁶ The Project as modified by RFA 13 would not create emissions or plumes.

Topographical maps were used to determine the extent of visual impacts, if any, to the identified scenic resources (see Figure R-1). Nearly all Project facilities would be underground, so visual effects of the Project are largely limited to potential views of construction activities (including activity at the temporary laydown yards), and potential views of the area along the pipeline right-of-way and powerline alignment right-of-way that would be cleared of vegetation. All of these would be temporary impacts; construction will be phased lasting from approximately July 2025 through November 2029, and any cleared rights-of-way would be revegetated following completion of construction. Permanent above-ground facilities as proposed by RFA 13 are limited to the North Mist Compressor Station infrastructure (NMCS) and above-ground appurtenances at the Newton, Stegosaur, and Medicine well pads. All of these locations are surrounded by mature forest vegetation that would effectively screen them from public view. Additionally, potential views of these facilities from all important scenic resources (with the exception of the scenic segment of OR-47; see Table R-2) would be blocked by both terrain and vegetation, as indicated in Table R-2 and Figure L-2. Note that all above-ground infrastructure as proposed by RFA 13 will be equal or less than the height of infrastructure that has been previously approved by EFSC.⁷ Table R-2 describes the locations of the identified scenic resources and geographic features that would serve to block potential views of the Project; Figure R-1 is a set of topographic maps that show the scenic resource locations and intervening terrain and Figure L-2 includes a Zone of Visual Influence viewshed analysis; see Exhibit L for a detailed description of the analysis and the Project components that were included. Therefore, no visual impacts to scenic resources are anticipated as a result of RFA 13.

⁶ Final Order on Request for Contested Case and Amendment No. 11 of the Site Certificate (April 2016), p. 126

⁷ Final Order on Request for Contested Case and Amendment No. 11 of the Site Certificate (April 2016), p. 126

Table R-2. Potential Impacts to Important Scenic Resources

Scenic Resource	Potential Project Visibility	Potential Visual Impact
Beaver Creek Falls	None; views of the Project are blocked by terrain. The Falls are located at approximately 220 feet elevation in a canyon bottom and surrounded by mature forest vegetation. Potential views of the Project are blocked by a ridge rising to over 800 feet elevation immediately west/south of this site, between this site and the above-ground Project components located over 9 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2).	None
Carcus Creek Falls	None; views of the Project are blocked by terrain. The Falls are located at approximately 800 feet elevation in a deep canyon and surrounded by mature forest vegetation. Potential views of the Project are blocked by a hill rising to over 1,200 feet elevation immediately west of the Falls, as well as other high hills located between this site and the above-ground Project components located over 10.5 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2).	None
Lava Creek Falls	None; views of the Project are blocked by terrain. The Falls are located at approximately 1,080 feet elevation near the head of a canyon and surrounded by mature forest vegetation. Potential views of the Project are blocked by many hills and ridges rising to over 1,700 feet elevation between this site and the above-ground Project components located over 9 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2).	None
Clatskanie River – Apiary Falls to Carcus Creek	None; views of the Project are blocked by terrain. The scenic River segment is located in a canyon bottom at approximately 40 to 480 feet elevation and surrounded by mature forest. Potential views of the Project are blocked by hills rising to over 800 feet between the river and the above-ground Project components located over 10 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2).	None
Scenic segment of OR-47	Some potential visibility of the cleared rights-of-way and above-ground Project components; however, views of the Project facilities are largely if not entirely blocked by terrain and/or vegetation. The Project runs to the west of OR-47, approaching to within 0.1 mile in one area and substantially farther away for most of the highway segment. The above-ground Project components would be a minimum of 1.7 miles from the highway. The highway runs at a similar elevation as much of the Project, and terrain would only partially intervene; however, the Project would not require clearing of intervening vegetation (see Figure R-1 and L-2).	None to Negligible depending on location on highway. The Project would be located a minimum of 0.1 mile from OR-47, and would not require clearing of intervening vegetation making views of the cleared rights-of-way unlikely. Limited views of the above-ground Project components may be possible from some specific vantage points along the highway where not blocked by terrain and where ongoing forest management activities along the highway corridor have enabled a view. However, the above-ground Project components would likely be hidden from view at all potential highway vantage points by forest vegetation maintained around the NMCS infrastructure.
Gnat Creek Falls	None; views of the Project are blocked by terrain. The Falls are located at approximately 1,560 feet elevation and surrounded by forest vegetation. Potential views of the Project are blocked by Nicolai Ridge, which rises to over 2,200 feet elevation about 2.25 miles east of this site, between the Falls and the above-ground Project components located over 10 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2).	None
Plympton Creek Falls	None; views of the Project are blocked by terrain. The Falls are located at approximately 1,100 feet elevation in a deep canyon and surrounded by mature forest vegetation. Potential views of the Project are blocked by Porter Ridge, which rises to over 1,400 feet elevation immediately east of the Falls, between this site and above-ground Project components located over 6 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2).	None
Westport-Scenic Conservancy, Highway 30 Corridor	None; views of the Project are blocked by terrain. The Corridor is located at approximately 30 feet elevation which quickly rises in elevation just south of US-30. Potential views of the Project are blocked by multiple hills and mature forest vegetation, which rises to over 1,450 feet elevation, between this site and above-ground Project components located over 6.8 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2). Additionally, the resource is protected for view of the area from US-30, rather than for a view out from the area.	None

Scenic Resource	Potential Project Visibility	Potential Visual Impact
SR-4/Lewis and Clark State Scenic Byway	Some potential visibility of portions of the cleared rights-of-way; potential views of above-ground Project components are blocked by terrain and/or vegetation (see Figures R-1 and L-2).	Negligible. Potential views of the Project from the SR-4/Scenic Byway are largely blocked by vegetation and terrain. Some portions of the SR-4/Scenic Byway may have increased views of pipeline and powerline alignment rights-of-way. However, where visible, the rights-of-way would be seen in the context of actively managed commercial timber lands with a network of logging roads and a patchwork of clearcuts and recovering harvested areas, and at a distance of over 7.0 miles, making the pipeline and powerline alignment rights-of-way difficult to discern; no portion of the pipeline or powerline alignment are aligned in such a way as to provide a long view down the cleared corridors. Additionally, besides the SR-4/scenic byway that is essentially collocated with the LCNHT, the portion of the LCNHT within the Analysis Area is accessible only by water so there would be few viewers affected. The LCNHT in general is anticipated to have similar views of the Project as SR-4/Lewis and Clark State Scenic Byway, with a minimum distance of 2.8 miles from the northern-most Project Site Boundary, 8.7 miles from the cleared rights-of way, and 6.5 miles from the closest above-ground Project components. The NMCS infrastructure and well pad appurtenances would not be visible from any point on the SR-4/Scenic Byway or LCNHT.
ODSL Special Stewardship Lands	None; views of the Project are blocked by terrain. The Stewardship Lands are located at approximately sea level along the Columbia River, which quickly rises in elevation just south of US-30. Potential views of the Project are blocked by multiple hills and mature forest vegetation, which rises to over 1,540 feet elevation, between this site and above-ground Project components located over 6.3 miles away at approximately 1,100 feet elevation (see Figure R-1 and L-2).	None

5.0 Mitigation Measures – 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; and

NWN has adopted a number of measures to avoid, reduce, or otherwise mitigate for potential impacts of the Project on scenic resources. The primary visual impact avoidance measure is to construct the Project underground. While this does require the clearing of rights-of-way, trenching, and other land disturbance, the Project has been sited such that it is far from most scenic resources and would not be highly visible. During construction, dust generation would be limited by the implementation of best management practices as described in Exhibit O. Following construction, the rights-of-way would be revegetated, reducing (and eventually eliminating) visual evidence of the pipeline route. Where the powerline alignment would cross roads through timber land, horizontal directional drilling would be used to avoid streams and removal of vegetation, eliminating visual impacts for recreationalists. Because no significant visual impacts are anticipated as a result of RFA 13, no further mitigation measures are proposed.

6.0 Monitoring – OAR 345-021-0010(1)(r)(G)

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

Monitoring for visual impacts is not proposed. Unlike some other types of impacts, such as potential impacts to biological resources, visual impacts typically do not change over time. Therefore, monitoring for visual impact would not provide meaningful information.

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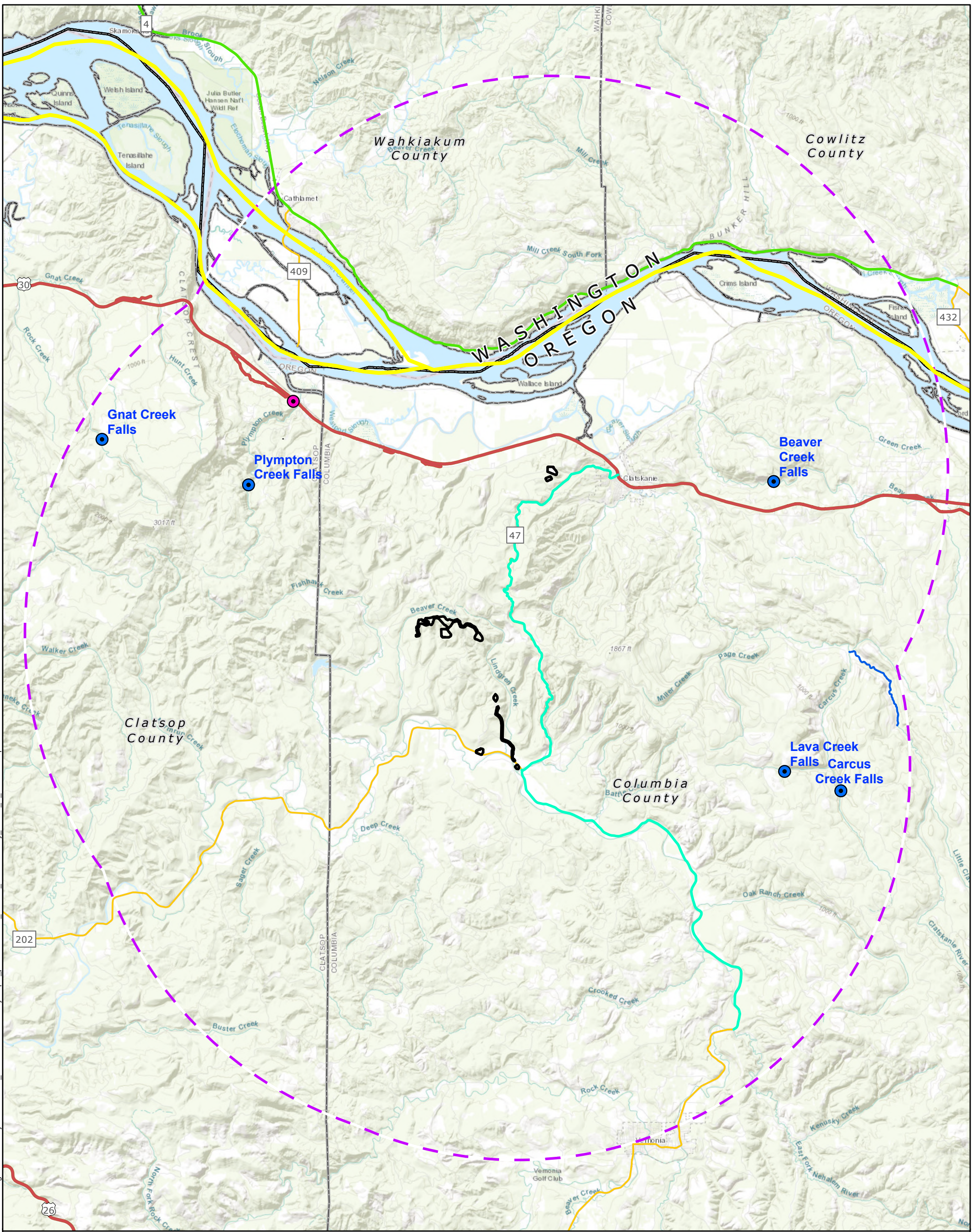
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Figures

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


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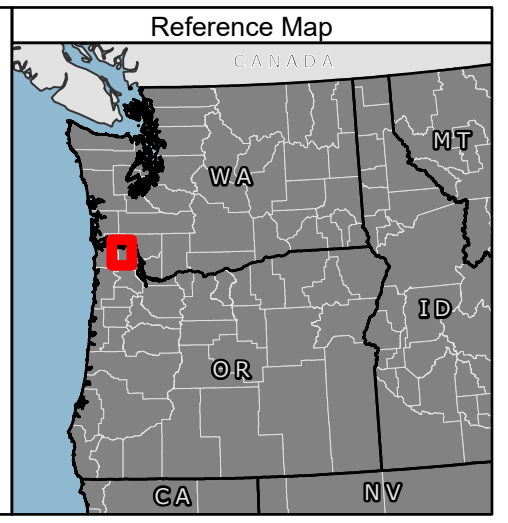
1:150,000 WGS 1984 UTM Zone 10N 0 1 2 3 Miles NOT FOR CONSTRUCTION

Mist Resiliency Project

**Figure R-1
Scenic Resources**

COLUMBIA COUNTY, OREGON

-  Site Boundary
-  Analysis Area (10-mile Buffer)
-  County Boundary
-  State Boundary
-  Waterfall
-  US-30 Scenic Corridor
-  Clatskanie River Scenic Segment
-  OR-47 Scenic Segment
-  SR-4 Scenic Byway
-  Lewis and Clark National Historic Trail



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Attachment R-1. Scenic Resource Plan Excerpts

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Clatsop County

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Outstanding Scenic Views and Sites

The Goal defines scenic areas as "lands that are valued for their aesthetic appearance". This is a very broad definition. A number of other resources listed by Goal #5 would fit this definition, at least in part. These resources include: lands used for agricultural or forest use that are defined as open space; ecologically, scientifically, significant natural areas; wilderness areas; water areas and wetlands; historic structures; potential and approved federal wild and scenic waterways and state scenic waterways; and certain fish and wildlife areas and habitats. Numerous parks within the County could also qualify as scenic resources by this definition. However, the sites inventoried here are only those whose value is derived primarily from their aesthetic features rather than sites where scenic quality may be part of its overall value as a natural area, or historic site or wildlife habitat.

With respect to general scenic character, the County can be defined to consist of two areas, coastal, including the Columbia River, and non-coastal. The coastal area contains a lot of scenic diversity within a narrow one-half mile to five mile wide strip. Within that area the following types of landscapes can be found: beaches, headlands, ocean rocks and dunes, coastal lakes and deflation plains, spits, estuaries, open ocean, rivers and sloughs, forested areas and farming areas. In contrast, the non-coastal area of the County consists entirely of forested mountain ridges and valleys, and river valleys used for various levels of agriculture.

The scenic resources of the County's Coastal areas are addressed in the plan's Coastal Shoreland Element.

A number of uses and activities can be considered to conflict with the two main types of non-coastal scenic landscapes, timbered uplands and river valleys. The County's timbered uplands correspond roughly with the portions of the County that are in timber production. Clear-cutting, road building and other forest management activities may conflict with the scenic qualities of a particular area. The consequence of allowing these forest management practices would be the loss or disruption of a particular view or view corridor. Such a consequence could be considered either social or environmental. No significant energy or economic consequences have been identified. However, by not allowing the conflicting use of forest management a significant economic consequence could result. The forest products industry is the main component of the County's economic base. Any curtailment of forest practices for non-forest production purposes could have an effect on the level of income derived from the forest industry. Reduced income could result in increased rates of unemployment. Also, the tax receipts of local jurisdictions could be decreased thus possibly forcing local government to choose between a decreased level of services or an increase in other types of taxes. Because the timbered uplands of the County are so vast and because the impacts of a particular forest management practice that may affect scenic quality are localized, (and not permanent), the overall effect of forest management practices on the scenic quality of timbered uplands as a whole is not significant (Forest management may have a significant impact on specific scenic resource site discussed below.).

The scenic character of the County's river valleys is derived from their low density pastoral character. The County is taking a number of "built and committed" exceptions in certain river valley areas. These exceptions would allow an increase in rural density. The overall effect of this possible increase in rural density is not expected to effect general scenic qualities because most of the areas are zoned for Exclusive Farm Use or Agriculture-Forestry 20 acre zones.

In addition to general landscape areas, specific scenic resources have been identified. These sites are derived from three sources: Oregon Natural Areas, Clatsop County, prepared by the Oregon Natural Heritage Program; sites identified by the County's Citizen Advisory Committees; and sites designated by the Oregon Department of Forestry as Scenic Conservancy.

I. Preliminary Inventory of Scenic Sites

A. Sites contained in the Oregon Natural Heritage Program study titled Oregon Natural Areas, Clatsop County.

1. Box Canyon. This is a two mile long gorge of the Lewis and Clark River where they join the main river stem. The canyon is about 100 feet deep and its vertical walls consists of basalt. The Crown Zellerbach Lewis and Clark logging mainline runs above the gorge and crosses the river just above the canyon. The surrounding forest is second growth hemlock. The adjacent area is in Crown Zellerbach ownership. Crown Zellerbach anticipates no tree removal within the canyon, except snag removal when requested by the Department of Fish and Wildlife. The site is located in Section 13, Township 6N, Range 10W and Section 18 and 19 of Township 6N, Range 9W.
2. Knappa Gorge at Big Creek. This site consists of the steepest portion of the canyon formed by Big Creek. It extends from the water intake facility for the Big Creek Fish Hatchery to the bridge crossing approximately 1/2 mile upstream. The canyon walls are forested, although the density and the cover varies depending on the steepness of the slope and nature of the soil. The main Boise Cascade logging road, which serves the area's tree farm, follows the west-side of the canyon. The scenic values of this site consists of the Canyon walls and the stream. The site is in Boise Cascade ownership and is located in Sections 28, 29, 32, and 33 of Township 8N, Range 7W.
3. Gnat Creek Falls. This site consists of a series of falls along a fault area. The highest fall is about 80 feet in height. The surrounding forest consists of second growth Western hemlock. The upstream portion is in Crown Zellerbach ownership, including the largest fall. The downstream portion is in State Board of Forestry ownership. The 28 acre parcel in State Board of Forestry ownership has been designated by the Forestry Department as a Scenic Conservancy Area. This designation provides between a 400-900 foot buffer on either side of the creek. Crown Zellerbach has restricted its forest management practices, for its portion of the site, to above the canyon rim. Within the canyon, no logging is permitted except the removal of blow-downs. The site is located in Section 6, Township 7N, Range 6W.

4. Plympton Creek Falls. Plympton Creek Falls lies in a steep forested canyon at the 600 foot elevation of the Coast Range foothills above Westport. The falls are in an area of second growth timber with some remnant old growth Douglas Fir scattered along the slopes of the creek. On the lower slopes, along the stream, are scattered Western Hemlock, Western Red Cedar and Sitka Spruce. Red Alder with an understory of salmonberry and swordfern are found along the stream bottom. A large 75 foot high ridge blocks the canyon and has formed fan-shaped Plympton Creek Falls, which fall 30 feet to a pool and gravel bar. The site contains the following ecosystems and features contained in the Oregon Natural Heritage Plan: Douglas Fir/Salal 100-150 years old and waterfall/pool system on basalt/sediment tar rock in the Western Hemlock zone. The site does not contain a sufficiently large or intact stand of Douglas Fir to warrant protection for its natural values. The site does have important scenic values associated with the waterfall. The Department of Forestry has designated forty acres around the falls as Protective Conservancy. This area includes the falls and almost all the older timber along the creek. The site is located in Section 2 and 11 of Township 7N, Range 6W and is in State Department of Forestry ownership.
5. Fall Creek Falls. The site is a 20-30 foot high fall on Fall Creek. The surrounding area has been logged, although a natural strip of riparian vegetation has been left around Fall Creek and the falls. Since the site was logged, the State Department of Forestry has placed this section of Fall Creek under a Scenic Conservancy designation. The site is in State Board of Forestry ownership and is located in Section 20, of Township 4N, Range 8W.
6. Youngs River Falls. The Youngs River creates a fifty-five foot water-fall at this point. The surrounding forest cover is mixed with scattered old growth spruce remaining at some locations. Anadromous fish runs stop at the falls. The site was deeded by Crown Zellerbach to the City of Astoria. The deed limits the type of uses to which the city may put the property. The site is located in the NW 1/4 of Section 27, Township 7N, Range 8W.
7. Nehalem River from Cronin to Gorge Creek. This is the southern-most reach of the Nehalem River in Clatsop County. The extent of riparian vegetation varies along the river, but generally is second growth or is disturbed. The ownership is primarily State Board of Forestry and Longview Fibre, although there are also a number of small ownerships. The Department of Forestry has designated a portion of the river Scenic Conservation. This designation restricts forest management activities that would interfere with scenic value. All of the Nehalem River has been designated as a potential scenic waterway by the State and Federal governments.

B. Sites identified by the Citizen Advisory Committee.

1. Bradley Wayside State Park. This site is considered in the Ecological and Scientific Resources section.
 2. Fire Control Tower. This site is considered in the Historic Resources section.
 3. Coast Range Foothills-Clatsop Plains. This area is covered in the general discussion of the scenic qualities of timbered uplands.
 4. Lewis and Clark Road above Thompson Falls. This area is within the Gearhart watershed.
 5. U.S. Highway 101 Scenic Corridor, Cannon Beach Junction to Silver Point. This portion of Highway 101 has been designated a scenic corridor, incorporating a 50 foot buffer on either side of the highway. Within the area, access is limited; no development fronted on the highway is allowed and all uses must be set back in accordance with State Highway Department Regulations.
- C. Sites identified by the Oregon Department of Forestry as Scenic Conservation.
1. Westport-Scenic Conservancy, Highway Corridor. This site is on the south side of U.S. Highway 30 in Westport. It parallels the highway for approximately one mile west of the road leading to the ferry dock.
 2. Highway 53 - Scenic Conservancy, Highway Corridor. This site stretches along approximately 2 miles of the North Fork of the Nehalem River along the North Fork Road.

The Goal #5 Administrative Rule outlines three options for sites on the preliminary inventory list: (1) a determination that a site is not important enough to include on the final inventory; (2) a determination that insufficient information is available at this time on the location, quality, or quantity of the site to ascertain the significance of the site; and (3) a determination, from information available on the location, quality, or quantity of the site, that it is important enough to include in the final inventory.

Sufficient information is available on all sites to determine whether or not they should be included in the final inventory. A number of sites are not included on the final inventory because they are more appropriately treated elsewhere. These sites are: Bradley Wayside State Park; and the Fire Control Tower. The Coast Range foothills at the Clatsop Plains are not included because they have already been treated in the general discussion of the scenic qualities of timbered uplands.

II. Final Inventory of Scenic Sites

1. Box Canyon
2. Knappa Gorge at Big Creek
3. Gnat Creek Falls

4. Plympton Creek Falls
5. Fall Creek Falls
6. Youngs River Falls
7. Nehalem River from Cronin to Gorge Creek
8. Lewis and Clark Road above Thompson Falls
9. U.S. Highway 101 Scenic Corridor, Cannon Beach Junction to Silver Point
10. Westport - Scenic Conservancy, Highway Corridor
11. Highway 53 - Scenic Conservancy, Highway Corridor
12. North Fork of the Nehalem - Scenic Conservancy, River Corridor

Evaluation of Conflicting Uses and Consequences

The final inventory sites were evaluated to determine if any conflicting uses exist. No conflicting uses were identified for the following sites: the U.S. Highway 101 Scenic Corridor, Westport Scenic Conservancy Highway Corridor, Highway 53 Scenic Conservancy Highway Corridor, the North Fork Nehalem Scenic Conservancy Corridor, Plympton Creek Falls, Thompson Falls area, and Fall Creek Falls. The Highway 101 corridor is protected by existing State Highway Department regulations. The three Scenic Conservancy sites are located on State Board of Forestry land. As part of their land-use classification program (OSCUR), the Department of Forestry has recognized the scenic value of these sites and designated them scenic conservancy. A scenic conservancy area is one "where scenic values pre-empt all other uses due to aesthetic reasons". No timber harvesting is allowed in areas that have been designated scenic conservancy. The Plympton Creek site is also located on State Board of Forestry land. The Department of Forestry has designated this site as protective conservancy. The Department of Forestry defines a protective conservancy area as one "where resource protection values pre-empt all other uses due to potential or existing ecological problems". No timber harvesting is allowed in areas with a protective conservancy designation. Fall Creek Falls is located in a portion of the area along the North Fork of the Nehalem River designated by the Department of Forestry as scenic conservancy. The scenic conservancy designation protects the site. The County finds that the existing state management requirements are adequate to protect the scenic qualities of these five sites. No additional County requirements or regulations are needed. The Thompson Falls area is located within the City of Gearhart watershed. The City of Gearhart does not propose to undertake any activities within the watershed that could conflict with the scenic character of the site. Therefore, the County designation of this area as Forest-00 is adequate to protect the scenic character of the site.

Two sites have no conflicting uses on a portion of the site and conflicting uses on the remainder. These sites are Gnat Creek Falls and the Nehalem River between Gorge and Cronin Creeks. There are no conflicting uses for the portion of Gnat Creek Falls that is located on State Board of Forestry ownership. The site has been designated scenic conservancy by the Department of Forestry. A scenic conservancy land-use classification does not permit timber harvesting. Forest management practices are a conflicting use for the portion of the site in Crown Zellerbach ownership. However, Crown Zellerbach does not intend to log below the rim of the canyon. Such a policy will preserve the scenic character of the falls. No additional County requirements will be placed on the portion of the site designated scenic conservancy by the Department of Forestry. The site has been designated non-commercial, such a designation will preserve the scenic character of the falls.

* There are no conflicting uses for the portions of the Nehalem River between George and Cronin Creek that have been designated by the Department of Forestry as scenic conservation or recreational use. Forest practices and rural residential developments are conflicting uses to the scenic character of the river for the remaining segments. (Discussion of the Goal #5 Administrative Rule requirements, including ESEE consequences, is found in the Recreational Needs Background Report dealing with Wild and Scenic Rivers). No additional County requirements will be placed on the portion of the site designated scenic conservancy or recreational use by the Department of Forestry. For the remaining river segments, the County will rely on any further Department of Transportation planning process undertaken in considering the possible designation of the Nehalem River as a state scenic river to resolve possible conflicts between scenic values and other land uses along the river. The County will adopt plan policies and development code requirements to protect riparian vegetation on non-forest land. These requirements will aid in protecting the scenic character of the river.

Possible conflicting uses have been identified for three sites (Knappa Gorge on Big Creek, Box Canyon and Youngs River Falls). Forest management activities including logging, have been identified as a conflicting use for Knappa Gorge at Big Creek and Box Canyon. Permitting this conflicting use could degrade the scenic and recreational value of these sites. Not permitting logging to occur would remove these areas from the County's productive forest base.

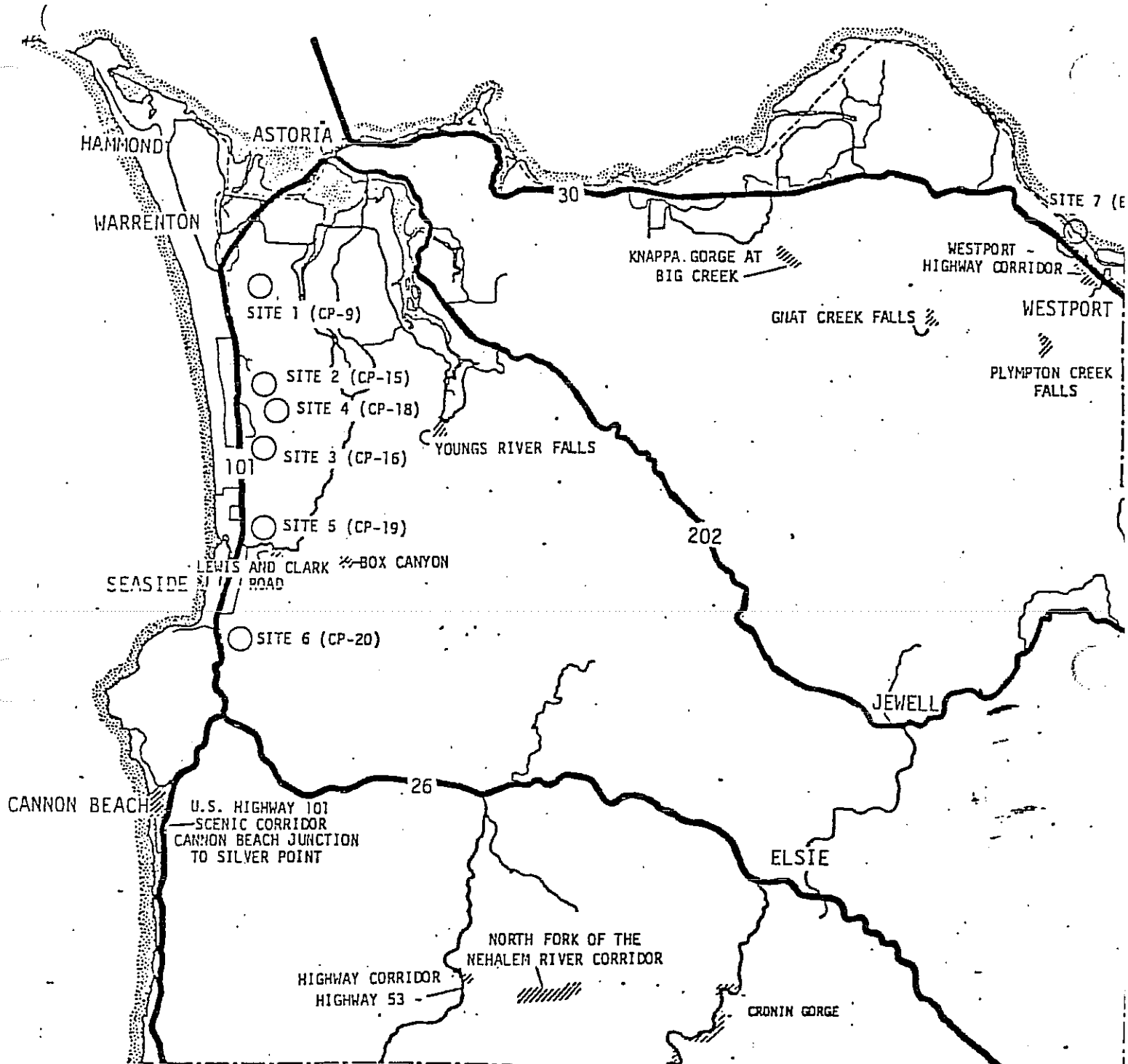
Forest management activities in the Knappa Gorge on Big Creek site are not contained in Boise Cascade's present five year plan. Because of the cost of removing timber from the gorge and the potential difficulty in replanting the site, timber within the canyon may never be harvested. However, at such time as Knappa Gorge at Big Creek is proposed to be included in Boise Cascade's five year timber management plan, the County and Boise Cascade shall develop a program for resolving any conflicts that may arise between the scenic values of the gorge and proposed forest management activities.

Crown Zellerbach does not intend to log below the rim of Box Canyon. The only operations contemplated would be the removal of blow-downs. The County will designate the area below the rim of Box Canyon as Natural in the Comprehensive Plan, Natural Upland in the Land and Water Use and Development Ordinance.

* Amended 84-9, dated May 23, 1984.

The construction of a hydro-electric project at the Young's River Falls, by the City of Astoria, has been identified as a potential conflicting use. The project under consideration consists of the following elements: a 15 foot high concrete diversion dam with a negligible storage capacity; a 700 foot long penstock; a power house containing two turbine generators with a total capacity of 1,000 kw. and an annual energy production of 7.7 mwh' and 300 feet of new transmission line. Construction of the project could reduce the scenic quality of the site and its recreational use. Conversely, not allowing the construction of the hydro-electrical facility would prevent the use of a reasonably inexpensive and environmentally sound method of increasing the amount of electricity to the area. The County finds that value of the potential energy created by a hydro-electric project far outweighs any potential reduction in the site's scenic value. Therefore, the County has determined that the conflicting use (the hydro-electric project) should be allowed fully, notwithstanding the possible impacts on the scenic value of the site.

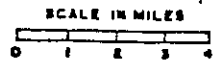
Scenic Conservancy Areas and Wetlands



MAJOR NON-COASTAL SHORELAND WETLANDS

TILLAMOOK COUNTY

- SITE 1 (CP-9)
- SITE 2 (CP-15)
- SITE 3 (CP-16)
- SITE 4 (CP-18)
- SITE 5 (CP-19)
- SITE 6 (CP-20)
- SITE 7 (EC 35)



Columbia County

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ARTICLE XIII. SCENIC RESOURCES

A. DEFINITION. *[Amended by Ordinance No. 2003 - 5, eff. December 15, 2003].*

Scenic areas are defined in the Statewide Goals and Guidelines as “lands that are valued for their aesthetic appearance”. However, such definitions are very broad and could be applied to many resources in the County. These resources include: lands used for agricultural or forest use that are defined as open space; ecologically or scientifically significant natural areas; water areas and wetlands; historic structures; potential and approved federal wild and scenic waterways and State scenic waterways; and certain fish and wildlife areas and habitat. Many community recreational facilities in the County could also qualify as scenic areas under the definition. Therefore, the inventoried sites listed below are only those whose value is derived primarily from their aesthetic features rather than sites where scenic quality may only be part of its overall value.

B. LOCATION.

Generally, the open rural character of the land is of scenic value in Columbia County. Peaks, river valleys, falls, tidal flats, and other features form a diverse scenic landscape. Over eighty percent of the land is timbered. Farmlands stretch through these forested areas along the river valleys and create patches of pleasant pastoral settings. Centers of rural activity, which have remained for the most part unchanged in recent history, dot the County. Shallow lakes, marshes, and sloughs remain in the ancient flood plain of the Columbia River. Like a mosaic, these features contrast and compliment each other, creating a varied landscape that is visually attractive.

COUNTY SCENIC RESOURCES: *[Amended by Ordinance No. 2003 - 5, eff. December 15, 2003].*

1. **SCENIC SITES**

a. **BEAVER CREEK FALLS**

Location: T7N, R4W, S12, SE1/4
Quality: Beautiful natural falls in narrow creek valley
Quantity: 1 acre
Plan Designation: Forest-conservation

b. **CARCUS CREEK FALLS**

Location: T6N, R3W, S20, SW 1/4
Quality: A scenic 105 foot falls in a wild stream surrounded by privately owned timber lands of second growth alder, fir, cedar, and maple.
Quantity: 1 acre
Plan Designation: Forest-conservation

c. LAVA CREEK FALLS

Location: T6N, R4W, S24, NE1/4
Quality: Falls on Lava Creek over 100 feet high, this site is surrounded by privately owned timber lands. No road access is presently available to the falls.
Quantity: 1 acre
Plan Designation: Forest-conservation

d. CLATSKANIE RIVER - APIARY FALLS TO CARCUS CREEK

Location: T6N, R3W, S4, 5, and 9 and T7N, R3W, S32
Quality: A wild, deep gorge on the Clatskanie River winding through a large second growth Douglas Fir forest. This is one of the few remaining roadless river segments in the northern coast range.
Plan Designation: Forest-conservation

e. SCAPONIA RECREATION SITE

Location: T4N, R3W, S18 SE1/4
Quality: Classified and managed by the Bureau of Land Management as a Class I Visual Resource Management (VRM) area. Only natural ecological changes and very limited management activities are allowed in Class I areas.
Quantity: 20 acres includes a buffer zone around the 2-acre site.
Plan Designation: Forest-conservation

2. STATE DESIGNATED SCENIC HIGHWAYS

- a. Hwy. 30 between Deer Island and Rainier
- b. Hwy. 47 between the Washington County Line and Treharne and between Pittsburg and Clatskanie.

3. SCENIC VIEWS

- a. Wayside north of Rainier on Hwy. 30
- b. Wayside north of Rainier on Old Columbia River Highway

C. POTENTIAL CONFLICTING USES:

Potential conflicts for these resources are activities which degrade their aesthetic appearance. These activities include clear-cutting, road building, and the conversion of large amounts of agricultural, forest, and other resource lands to high-density residential development.

D. ECONOMIC, SOCIAL, ENVIRONMENTAL, AND ENERGY CONSEQUENCES:

Visually, the blanket of green forestland stretching over the hills of the region is a valuable social resource for the County. However, timber resources are also economically valuable. They provide jobs, contribute tax dollars, and support local service industries. Curtailment of timber activities to retain the aesthetic quality of the resource could decrease the income received by the County from this resource. Presently, small acreages of timber are being retained along State scenic highways to preserve visual appearances.

The County has taken a number of "built and committed" exceptions to the density level in certain areas, some of which fall along the identified scenic highways. The exceptions will allow a higher rural density in these areas than allowed on surrounding lands. While it is possible that this density increase may change the general scenic quality of the area, it is unlikely that it will degrade it. The areas are small in comparison to the large acreages of surrounding resource land which are zoned Primary Agriculture (PA-38), Primary Forest (PF-76), and Forest Agriculture (FA-19). If higher density development were not allowed in the areas, landowners may experience extreme economic and social hardships because of lost opportunities.

Most of the areas inventoried are on public property, but Carcus Creek Falls, Lava Creek Falls, and the Clatskanie River-Apiary Falls to Carcus Creek are presently undeveloped privately held scenic resources. There is no present public access to these areas. Consequently, their social value is limited. However, these scenic sites could potentially be made more accessible to the public in the future. For example, a trail system could be developed up Carcus Creek to Carcus Creek Falls and Lava Creek Falls, assuming an easement along the creeks can first be obtained from the landowners. Potential also exists to connect these scenic sites with a 280-acre tract of County-owned land situated within ½ mile of both falls. The falls are rare features whose value lies primarily in their aesthetic appearance. Allowing conflicting uses could have serious social and environmental consequences. However, negative economic consequences will be felt if current timber operations are severely restricted. In order to encourage private landowners to allow access to these sites, the County has chosen to place relatively few limits on conflicting uses. Thus, while the County has restricted residential development on these sites, it has not prohibited commercial forestry. Commercial forestry would impact the land surrounding the falls and river, but would not eliminate the scenic values of the falls and river themselves. The impact of commercial forestry will also be short term because of reforestation requirements.

E. FINDINGS: *[Amended by Ordinance No. 2003 - 5, eff. December 15, 2003].*

These scenic features have been identified and citizens and officials have been notified of their significance. Protecting this view quality in the County is socially and environmentally beneficial. However, views often encompass large amounts of land and general restrictions placed to preserve a certain view could have both negative economic and social consequences for the citizens of Columbia County. Therefore, measures are needed to address and protect certain qualities of the area. Scenic features in Columbia County generally lie within areas zoned for agricultural and forest uses. Scenic quality will be protected by retaining the general low density of the area. In addition, land use activities along Class I streams, including those identified as scenic sites, are restricted by the Riparian Area Overlay Zone and the Forest Practices Act. Additional restrictions are unneeded and would be counterproductive because the landowner might react by further limiting public

access or refusing to grant public access.

F. SCENIC SITES, VIEWS AND HIGHWAYS GOALS AND POLICIES:

GOAL:

To protect and enhance the aesthetic value of scenic resources in Columbia County.

POLICIES:

1. Protect and enhance the aesthetic appearance of scenic areas in the County through the use of low density residential standards, natural resource related overlay zones, and County encouragement.
2. Examine and encourage the use of voluntary tools and techniques to make Carcus Creek, Lava Creek, and Beaver Creek Falls accessible to the public. Avoid additional mandatory restrictions on private property to encourage landowners' cooperation.
3. Support the designation of scenic corridors by Federal and State land management agencies for land under their jurisdiction.

ARTICLE XIV. SCENIC WATERWAYS

There are no designated scenic waterways in Columbia County. The Nehalem River has been identified by the Federal government and the Oregon State Parks Division as a potential scenic waterway. While the County recognizes the Federal and State Designation, we do not endorse or adopt the Nehalem River as a potential scenic waterway.:

POLICIES: It is the policy of the County to:

1. Participate in the Federal and State scenic waterways designation process and to apply the Goal 5 rule if and when the Nehalem River is designated as a scenic waterway.

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Oregon Department of Forestry

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Scenic Resources

In 1988, a SCORP survey (Statewide Comprehensive Outdoor Recreation Plan) found that sightseeing and driving for pleasure was the most popular outdoor activity in Oregon, with 69.3 percent of the households surveyed indicating that they participated in that activity (Oregon Department of Parks and Recreation 1988). The SCORP survey also found that sightseeing was the fastest growing recreational activity, increasing at the rate of 12.2 percent each year.

Northwest Oregon state forests are located near the state's major cities, and are crossed by several major highways through the north Coast Range and the Cascades. Thousands of people travel these highways on their way to the Oregon coast, or to the Cascades and central Oregon. In particular, state forest lands are a major part of the view along some stretches of Highways 6 and 26 in the Coast Range. Many people see the river corridors and areas around campgrounds. Sightseeing is popular on state forests, consistent with the statewide trend. Scenic values also play a major part in the quality of experience in other outdoor activities such as camping and fishing.

In many places, state forest lands blend with the general forest landscape and are not generally recognized as state lands by sightseers. The Clatsop and Tillamook State Forests are the state lands most likely to dominate viewsheds, and to be recognized as state forests by the public as they drive through the area.

Current Condition

Along major highways, the immediate visual foreground is protected either by Department of Transportation-owned scenic buffers or by scenic statutes and Oregon Forest Practices Act rules. For areas farther back from highways but still visible from the road, which are considered mid-ground and background scenic areas, many acres are designated as scenic, allowing management activities for these areas to be adjusted for visual considerations.

The following highways in northwest Oregon are designated as scenic for the purpose of visual corridor management, and are adjacent to state forest lands in the districts indicated. The visually sensitive corridor is defined as the area within 150 feet of the outermost right-of-way boundary along both sides of the highway. Special rules apply to timber harvest in this corridor.

Highway 6	—	Forest Grove and Tillamook Districts
Highway 20	—	West Oregon District
Highway 22	—	North Cascade District
Highway 26	—	Forest Grove and Astoria Districts
Highway 30	—	Astoria District
Highway 34	—	West Oregon District
Highway 36	—	Western Lane District
Highway 101	—	Tillamook District
Highway 126	—	Western Lane District

Currently, there are two forest land management classifications used to designate areas for visual sensitivity: Focused Stewardship – Visual, and Special Stewardship – Visual. Lands designated in one of these categories have been identified as being highly sensitive to visual impacts from management activities. Generally, these are lands adjacent to or seen from major highway corridors designated as visually sensitive by the Forest Practices Act; lands with established, high public use vistas, viewpoints, and/or significant natural features; lands immediately adjacent to campgrounds; and lands highly visible from urban centers.

Where the management of visual resources allows for integrated management of other resources, but is subject to legal restrictions, supplemental planning and/or modified management practices, the lands are classified as Focused Stewardship – Visual.

Where legal requirements or the management of visual resources dominates over the management of other resources, the lands are classified as Special Stewardship – Visual.

State Scenic Waterways Program

The only state scenic waterway located on state forest lands in the planning area is the Nestucca River Scenic Waterway in Forest Grove and Tillamook Districts. Administrative rules for the Nestucca Scenic Waterway were published in July 1994 (OAR 736-40). State forest lands are within the scenic waterway segment that extends from the river's confluence with Ginger Creek (approximately river mile 45.5) downstream to the lower end of Alder Glen Campground. Rules for this segment state that timber harvest will be permitted by the Department of Parks and Recreation only when it is substantially screened from view from the river by topography or existing vegetation. Projects may be permitted if vegetation is established that will substantially screen the project in a reasonable time, such as four to five years. Developments necessary for public outdoor recreation and resource protection or enhancement may be visible from the river, but must blend into the natural scene.

Plants

1. In a regional context, provide habitats that contribute to maintaining or enhancing native plant populations at self-sustaining levels.
2. Meet the requirements of federal and state Endangered Species Acts.

Recreation and Scenic Resources

Recreation

1. Provide diverse forest recreation opportunities that supplement, rather than duplicate, opportunities available in the region.
2. Provide opportunities for interpretation and outdoor education on state forest lands.
3. Manage recreational use of the forests to minimize adverse impacts to other resources and adjacent ownerships.
4. Minimize conflict among user groups.
5. Maintain compatibility with Oregon's Statewide Planning Goal 8 (Recreational Needs).

Scenic Resources

1. Meet the scenic protection requirements of the Oregon Forest Practices Act for visually sensitive corridors associated with designated scenic highways (ORS 527.755).
2. Manage the forest to minimize visual effects in areas designated by the Department of Forestry as visually sensitive.
3. Maintain compatibility with Oregon's Statewide Planning Goal 5 (Open Spaces, Scenic and Historic Areas, and Natural Resources).

Social and Economic Resources

1. On Board of Forestry lands, provide sustainable timber harvest and revenues to the state, counties, and local taxing districts.
2. On Common School lands, maximize the long-term revenues to the Common School Fund.
3. Select sound forest management practices that promote sustainable state and local economies.
4. Provide for a mix of resource outputs and amenity values that promote the long-term social health and economic viability of state and local communities.
5. Enhance public understanding of forest resources and forest resource management.
6. Maintain compatibility with Oregon's Statewide Planning Goal 9 (Economic Development).



Scenic Resources

The scenic resource strategies recognize that landscape aesthetics are a public resource, and forest management activities such as timber harvest and road construction can greatly affect the visual quality of the landscape.

The visual management program for northwest Oregon state forests will be applied at both the landscape and stand level. The program will be compatible with other resource goals and values. The silvicultural practices used in implementing structure-based management will provide the necessary tools to effectively apply landscape design principles.

1. Identify and classify areas for level of visual sensitivity in accordance with the Land Management Classification System described in Oregon administrative rule. Conduct management activities consistent with the requirements of the administrative rule.

Areas will be identified which are highly sensitive to visual impacts from management activities. These will be areas adjacent to or seen from major highway corridors designated as visually sensitive by the Oregon Forest Practices Act; those areas with established, high public use vistas, viewpoints and significant natural features; areas adjacent to campgrounds; and lands visible from urban centers.

By applying visual landscape analysis and design principles, timber harvest can occur in most of these areas and meet administrative rule requirements. A full array of silvicultural treatments, harvest methods, and logging systems would be considered for use when planning operations. These methods include various degrees, combinations and shapes of clearcutting, patch cuts, commercial thinnings, and partial cuts.

Some highly sensitive areas, in which timber harvest would significantly impact visual quality, will be classified so that the growing and harvesting of trees and other incompatible resource uses will be secondary to the visual values. Any timber harvest that may occur in these areas would be for salvage, stand health, or scenic enhancements.

Visual sensitivity level is an indicator of public and Department of Forestry concern for visual impacts on the landscape resulting from a forest management activity. An area's degree of visual sensitivity will be determined by assessing the relative importance of a number of factors, including the factors listed below.

Viewer Factors:

- Number of viewers
- Viewer perception
- Viewing distance and duration
- Viewing angle and position

Physical Factors:

- Cultural modifications: logging patterns, powerlines, roads, structures
- Landform: diversity of form and line; outstanding features (exposed peaks and ridges)
- Vegetation: diversity of pattern and color; natural openings; continuity
- Water: land/water interface, waterfalls, lakes, significant streams
- Uniqueness: scarcity of form or feature

2. Identify other areas of visual sensitivity according to criteria for moderate and low sensitivity levels. Conduct management activities consistent with visual management objectives identified for moderate and low sensitivity levels.

Table 4-4 on the next page shows the overall visual management program that will be applied on northwest Oregon state forest lands, including the high visual sensitivity areas that the Land Management Classification System addresses. Visual management objectives are set and applied based on the level of an area's visual sensitivity. The moderate and low sensitivity level areas will be determined through an inventory and assessment process using criteria listed above and in the table. Once visual sensitivity levels have been established, visual management objectives will be applied that give direction to visual landscape design and planning of forest operations.

3. Develop a visual resource management handbook and training manual for use by managers to help them effectively incorporate landscape design concepts into district implementation plans and annual operations plans.

The visual resource management system described in these strategies is different from the system currently used by the Department of Forestry. In order to effectively implement such a visual management system, managers will need training and supporting tools, such as a visual management handbook and landscape design computer software. These tools could be acquired by contracting with a landscape design company to develop a comprehensive training package tailored to the Department of Forestry's needs. The package would include a training course, training manual, and management handbook. The Department of Forestry can use as a model training courses and manuals that have been developed for various forest management agencies and private company landowners.

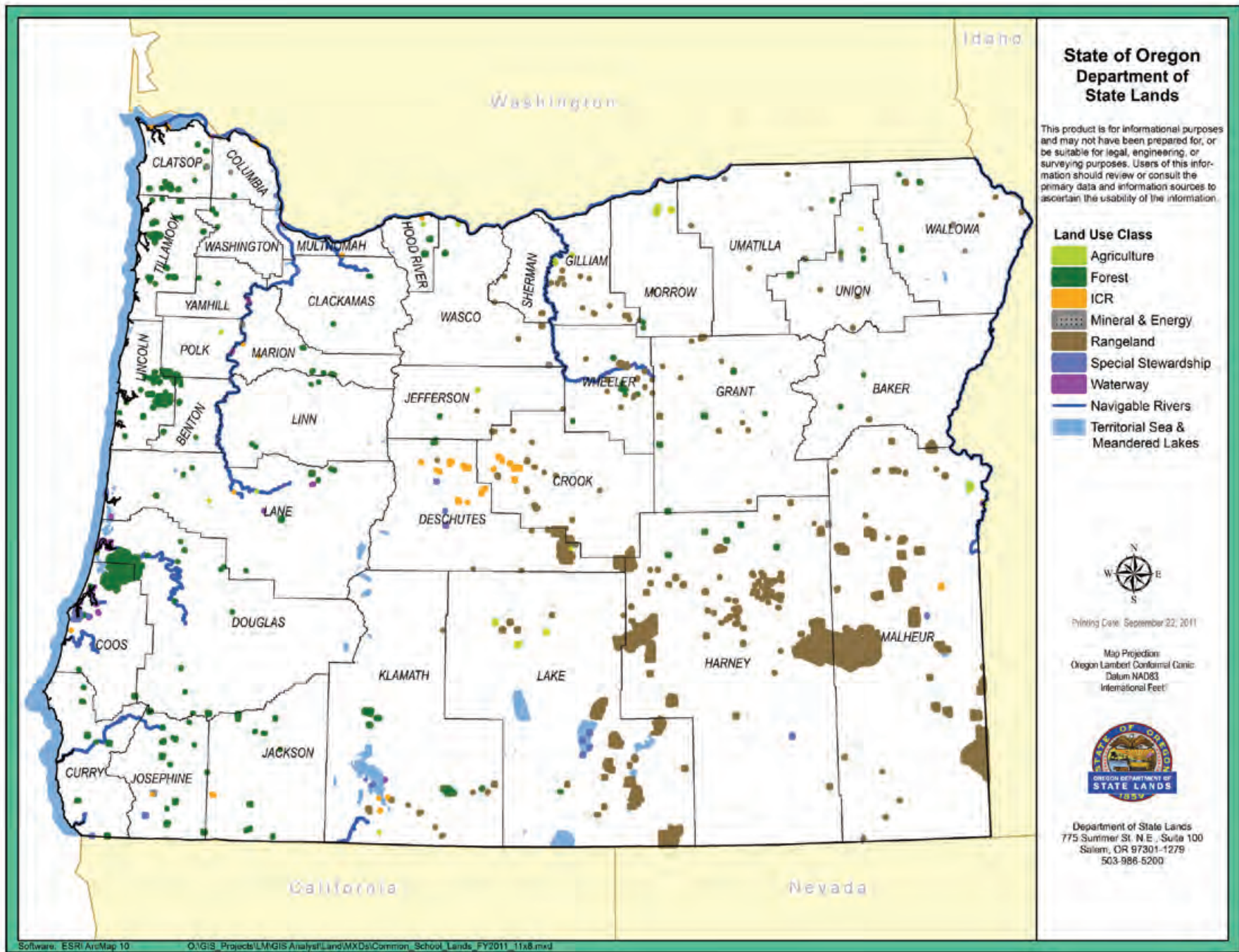
Much of the work necessary to accomplish the scenic resource strategies has already occurred through comprehensive recreation planning efforts and through land management classification. It is anticipated that the remaining work called for by these strategies will be completed during the initial ten-year implementation period.

Table 4-4. Scenic Classifications and Management Objectives

Visual Classification	Vantage Point	Land Management Classification System Criteria and Visual Objectives
<p>Level 1 High Sensitivity (as designated by the Land Management Classification System)</p>	<ul style="list-style-type: none"> • Highway corridors designated as visually sensitive by the Forest Practices Act • Established high use vistas, viewpoints, and natural features • Designated campgrounds • Urban views 	<p><u>Landscape Perspective:</u> Management activity is not highly evident and closely fits character of the landscape. Partial cut, patch cut, and thinning harvest methods are preferred. Visual objectives have high priority in balancing resource considerations.</p> <p><u>Stand Perspective:</u> Management activity is apparent. Clearcuts are screened by various types of visual buffers; exposed areas have clean, orderly, managed appearance. Example techniques: low cut stumps, small amount of residual slash, seeded road cuts & fills; precommercial thinning, pruning, and signs may be evident.</p>
<p>Level 2 Moderate Sensitivity</p>	<ul style="list-style-type: none"> • Secondary highway corridors • High public use forest roads • Low use vistas, viewpoints, and natural features • Trails and trailheads • Designated camping areas • Rural communities 	<p><u>Landscape Perspective:</u> Management activity may dominate but fits landscape line, form, and texture. Visual management techniques are fully considered but must be compatible with meeting harvest plans, operational needs, and other resource priorities.</p> <p><u>Stand Perspective:</u> Management activity dominates but has orderly, managed appearance. Example techniques: low stumps, moderate amount slash residual, precommercial thinning may be evident.</p>
<p>Level 3 Low Sensitivity</p>	<ul style="list-style-type: none"> • Low public use or low visibility areas 	<p><u>Landscape Perspective:</u> Management activity dominates and landscape characteristics are considered only when compatible with operational and other resource needs and priorities.</p> <p><u>Stand Perspective:</u> Activity dominates. Residual affects from harvest, road, or other management activities do not need to be addressed for visual management considerations.</p>

Oregon Department of State Lands

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II. Land Classification

A key element of the REAMP is a system to classify the agency's lands in a meaningful way. DSL's Land Classification System of seven land classes distinguishes lands by suitability for both existing and potential uses, and as a tool to apply broad management principles to categories of lands. The system is used by the Department to categorize and manage state land based on the primary uses identified for each land class, and to report on annual revenue and authorizations by land class. Secondary uses (e.g., telecommunications sites, pipeline easements, public recreation, and road rights-of-way) are allowed as long as they do not substantially interfere with the primary uses.

Current Asset Land Base by Class

The CSF's real property asset portfolio consists of approximately 2.8 million acres of forestlands, agricultural lands, rangelands, industrial/commercial/residential (ICR) lands, special stewardship lands, waterways, mineral and energy resources, and unclassified lands. Table 1 details the land distribution of this current asset base

Forestlands

All forestlands are Trust lands. Forestland is managed primarily to produce merchantable timber on a sustainable basis in accordance with plans adopted by the Land Board in cooperation with the Board of Forestry. DSL contracts with the Oregon Department of Forestry (ODF) to manage the majority of CSF forestlands – about 117,500 acres – referred to as certified forestlands. Most forested acreage is in the Elliott State Forest (about 85,000 acres) located in the Coast Range northeast of Coos Bay. Other major holdings are within the Sun Pass State Forest (6,400 acres), including the 3,037-acre Yainax Butte parcel near Klamath Falls and forestlands in northwest and southwest Oregon (about 26,000 acres), including lands within the Clatsop, Tillamook and Santiam state forests. Management planning for Land Board and Board of Forestry lands are integrated within each ODF administrative unit or planning area. Approximately

12,030 acres that DSL directly manages are referred to as de-certified forestlands (see Glossary).

Agricultural Lands

Approximately 5,800 acres are classified as agricultural lands. All of the agricultural leases are in central and eastern Oregon.

Agricultural lands possess a combination of characteristics such as, but not limited to, Class I-IV soils (as identified by National Resource Conservation Service's Soil Capability Classification System) and favorable precipitation, growing season and water availability. The lands may be developed (for example, cultivated, irrigated, etc.) for the production of all types of agricultural commodities.

Rangelands

DSL manages approximately 625,000 acres of rangelands located primarily in central and eastern Oregon (Deschutes, Lake, Harney and Malheur counties). Much of this land is arid or semi-arid rangeland and contains vegetation consisting of grasses, grass-like plants, forbs and shrubs suitable for grazing.

DSL administered 139 active forage leases in FY 2010. Of these, 44 are leases on large blocked parcels of more than 1,000 acres each. The remainder is approximately 95 smaller parcels. Other uses found on rangeland include communication site leases and easements. Recently, alternative energy uses are being investigated, including a solar display near Christmas Valley and a wind energy project in the Stockade Block. DSL is actively pursuing other alternative energy sites, and potential conversion to agricultural land, where feasible.

Industrial/Commercial/Residential (ICR) Lands

Approximately 7,000 acres are managed as ICR Lands. Such land is typically in or near an urban area and zoned, or has the strong potential for being zoned, for industrial, commercial or residential uses. Urban industrial/commercial/residential land, by definition, is located within an urban growth boundary. Rural land is located outside urban growth boundaries and may include land designated as urban reserve or within urban unincorporated communities.

Table 1: Asset Inventory, January 2012

Land Classification	Total Acres	% of Total CSF Lands
Forestlands	129,530	4.60
Agricultural Lands	5,860	0.21
Rangelands	625,510	22.24
ICR lands	7,010	0.25
Special Stewardship Lands	11,005	0.39
Waterways	1,260,000	44.79
Mineral and Energy Resources ¹	774,110	27.52
Totals	2,813,025	100

The CSF’s real property asset portfolio consists of approximately 2.8 million acres of forestlands, agricultural lands, rangelands, industrial/commercial/residential (ICR) lands, special stewardship lands, waterways, mineral and energy resources, and unclassified lands. Table 1 details the land distribution of this current asset base

Note

1 The mineral resource acres indicated above occur in “split estates” in which DSL owns the mineral rights but not the land surface associated with those rights. In addition to this acreage, DSL also manages 410,000 acres of mineral rights underlying DSL land (which are included in other land asset classes) and 2.1 million acres of mineral rights underlying surface acreage owned by other state agencies such as the Department of Forestry.

Special Stewardship Lands

These lands are managed primarily to ensure the protection of scenic, natural resource, cultural, educational and recreation values. This class may include both Trust and Non-Trust lands. The majority of lands classified as special stewardship are CSF lands managed by and currently designated by the Oregon Department of Forestry as special stewardship lands. These lands are generally managed for uses other than income production, e.g. aquatic and riparian habitat, threatened and endangered species, or visual quality.

The South Slough National Estuarine Research

Reserve was the first reserve designated under the National Estuarine Sanctuary Program. Under this program, healthy estuarine ecosystems that typify different regions of the country are designated and managed as sites for long-term research, and are used as a base for estuarine education and interpretation programs. The Reserve is administered as a partnership between the National Oceanic and Atmospheric Administration (NOAA) and the Department. NOAA provides funding, national guidance and technical assistance. A 2006 management plan guides the work of the Reserve. Administrative operations are overseen by the Department with direction from the South Slough

NERR Management Commission. The Department holds title to the lands within the NERR and manages them as CSF assets.

Waterways

Approximately 1,260,000 acres of submerged and submersible lands are classified as waterways. These include submerged and submersible land under the Territorial Sea (i.e., oceanward to the three-mile limit), tidally influenced land, and the non-tidally influenced bed and banks of 12 waterways and a number of lakes in the state. Waterways are Non-Trust lands.

State ownership of waterways is established by the Oregon Admission Act and federal common law, including the Equal Footing Doctrine. Public rights of fishing, navigation and commerce are “public” interests that apply to all tidelands, shorelines and underlying beds. The extent of public waterway ownership is determined by tidality or by title navigability. Most of the submerged and submersible lands subject to the ebb and flow of the tides are publicly owned. In some cases, lands between the ordinary high and low tide on tidelands have been sold to private interests. Since 1995, state ownership of waterways (except meandered lakes, which are navigable by statute) is based on a determination by the Land Board that they are title navigable, i.e., they were used or susceptible to use as a highway of commerce at time of statehood (ORS 274.402).

Mineral and Energy Resources

The dominant use of lands in the mineral and energy resources class is the exploration for and development of mineral and energy resources; however, other uses, such as agricultural or rangeland uses, will typically also occur.

Mineral Resources

For minerals, the classification is applied to: (1) all state-owned parcels of subsurface mineral ownership interest, and (2) lands where the dominant use is associated with mineral resource development or exploration. (See Appendix A - Glossary - for a definition of mineral resources.)

The Department is responsible for the management, leasing and sale of state-owned mineral rights on approximately 3 million acres throughout Oregon. ORS 273.780 gives the Land Board authority for mineral and geothermal rights on most lands owned by the State of Oregon. These mineral rights occur on both the lands managed by the Department, as well as on lands owned by other state agencies. Approximately 774,000

acres occur in “split estates,” in which the Department owns the mineral rights but not the land surface associated with those rights. In addition to this acreage, the Department also manages 410,000 acres of mineral rights underlying DSL land (which are included in other real property asset classifications), and 2.1 million acres of mineral rights underlying surface acreage owned by other state agencies, such as ODF. The Department receives compensation from the production of minerals from these lands in the form of royalties on the value of the minerals mined, as prescribed by statute and/or administrative rule.

Energy Resources

Energy resources include solar, geothermal, hydropower, wave energy, and wind energy sites. To date, hydropower resources have been developed on state land and lands are currently leased in Eastern Oregon for solar and geothermal energy projects that could result in significant revenue to the CSF. Investigations are also underway for wind and ocean wave energy projects.



Washington Department of Transportation

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RCW 47.39.020 Designation of portions of existing highways and ferry routes as part of system. The following portions of highways are designated as part of the scenic and recreational highway system:

(1) State route number 2, beginning at the crossing of Woods creek at the east city limits of Monroe, thence in an easterly direction by way of Stevens pass to a junction with state route number 97 in the vicinity of Peshastin; also

Beginning at the junction with state route number 17, in the vicinity of Coulee City, thence easterly to the junction with state route number 155;

(2) State route number 3, beginning at a junction with state route number 101 in the vicinity of Shelton, thence northeasterly and northerly to a junction with state route number 104 in the vicinity of Port Gamble;

(3) State route number 4, beginning at the junction with state route number 101, thence easterly through Cathlamet to Coal Creek road, approximately .5 miles west of the Longview city limits;

(4) State route number 5, beginning at the junction with Starbird Road in Snohomish county, thence northerly to the junction with Bow Hill Road in Skagit county, to be designated as an agricultural scenic corridor with appropriate signage;

(5) State route number 6, beginning at the junction with state route number 101 in Raymond, thence easterly to the junction with state route number 5, in the vicinity of Chehalis;

(6) State route number 7, beginning at the junction with state route number 12 in Morton, thence northerly to the junction with state route number 507;

(7) State route number 8, beginning at a junction with state route number 12 in the vicinity of Elma, thence easterly to a junction with state route number 101 near Tumwater;

(8) State route number 9, beginning at the junction with state route number 530 in Arlington, thence northerly to the end of the route at the Canadian border;

(9) State route number 10, beginning at Teanaway junction, thence easterly to a junction with state route number 97 west of Ellensburg;

(10) State route number 11, beginning at the junction with state route number 5 in the vicinity of Burlington, thence in a northerly direction to the junction with state route number 5;

(11) State route number 12, beginning at a junction with a county road approximately 2.8 miles west of the crossing of the Wynoochee river which is approximately 1.2 miles west of Montesano, thence in an easterly direction to a junction with state route number 8 in the vicinity of Elma; also

Beginning at a junction with state route number 5, thence easterly by way of Morton, Randle, and Packwood to the junction with state route number 410, approximately 3.5 miles west of Naches; also

Beginning at the junction with state route number 124 in the vicinity of the Tri-Cities, thence easterly through Wallula and Touchet to a junction with a county road approximately 2.4 miles west of a junction with state route number 129 at Clarkston;

(12) State route number 14, beginning at the crossing of Gibbons creek approximately 0.9 miles east of Washougal, thence easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth;

(13) State route number 17, beginning at a junction with state route number 395 in the vicinity of Mesa, thence northerly to the junction with state route number 97 in the vicinity of Brewster;

(14) State route number 19, the Chimacum-Beaver Valley road, beginning at the junction with state route number 104, thence northerly to the junction with state route number 20;

(15) State route number 20, beginning at the junction with state route number 101 to the ferry zone in Port Townsend; also

Beginning at the Keystone ferry slip on Whidbey Island, thence northerly and easterly to a junction with state route number 153 southeast of Twisp; also

Beginning at the junction of state route number 97 in the vicinity of Okanogan, thence westerly across the Okanogan river to the junction with state route number 215; also

Beginning at a junction with state route number 97 near Tonasket, thence easterly and southerly to a junction with state route number 2 at Newport;

(16) State route number 25, beginning at the Spokane river bridge, thence northerly through Cedonia, Gifford, Kettle Falls, and Northport, to the Canadian border;

(17) State route number 26, beginning at the Whitman county boundary line, thence easterly by way of the vicinities of La Crosse and Dusty to a junction with state route number 195 in the vicinity of Colfax;

(18) State route number 27, beginning at a junction with state route number 195 in the vicinity of Pullman, thence northerly by way of the vicinities of Palouse and Garfield to a junction with state route number 271 in the vicinity of Oakesdale; also

From a junction with state route number 271 at Oakesdale, thence northerly to the vicinity of Rockford;

(19) State route number 31, beginning at the junction with state route number 20 in Tiger, thence northerly to the Canadian border;

(20) State route number 82, beginning at the junction with state route number 395 south of the Tri-Cities area, thence southerly to the end of the route at the Oregon border;

(21) State route number 90, beginning at the junction with East Sunset Way in the vicinity east of Issaquah, thence easterly to Thorp road 9.0 miles west of Ellensburg;

(22) State route number 97, beginning at the Oregon border, in a northerly direction through Toppenish and Wapato to the junction with state route number 82 at Union Gap; also

Beginning at the junction with state route number 10, 2.5 miles north of Ellensburg, in a northerly direction to the junction with state route number 2, 4.0 miles east of Leavenworth; also

Beginning at the junction of state route number 153 in the vicinity south of Pateros, thence northerly by way of the vicinities of Brewster, Okanogan, Omak, Riverside, Tonasket, and Oroville to the international boundary line;

(23) State route number 97 alternate, beginning at the junction with state route number 2 in the vicinity of Monitor, thence northerly to the junction with state route number 97, approximately 5.0 miles north of Chelan;

(24) State route number 101, beginning at the Astoria-Megler bridge, thence north to Fowler street in Raymond; also

Beginning at a junction with state route number 109 in the vicinity of Queets, thence in a northerly, northeasterly, and easterly direction by way of Forks to the junction with state route number 5 in the vicinity of Olympia;

(25) State route number 104, beginning at a junction with state route number 101 in the vicinity south of Discovery bay, thence in a southeasterly direction to the Kingston ferry crossing;

(26) State route number 105, beginning at a junction with state route number 101 at Raymond, thence westerly and northerly by way of Tokeland and North Cove to the shore of Grays Harbor north of Westport; also

Beginning at a junction with state route number 105 in the vicinity south of Westport, thence northeasterly to a junction with state route number 101 at Aberdeen;

(27) State route number 109, beginning at a junction with state route number 101 in Hoquiam to a junction with state route number 101 in the vicinity of Queets;

(28) State route number 112, beginning at the easterly boundary of the Makah Indian reservation, thence in an easterly direction to the vicinity of Laird's corner on state route number 101;

(29) State route number 116, beginning at the junction with the Chimacum-Beaver Valley road, thence in an easterly direction to Fort Flagler State Park;

(30) State route number 119, beginning at the junction with state route number 101 at Hoodspoint, thence northwesterly to the Mount Rose development intersection;

(31) State route number 122, Harmony road, between the junction with state route number 12 near Mayfield dam and the junction with state route number 12 in Mossyrock;

(32) State route number 123, beginning at the junction with state route number 12 in the vicinity of Morton, thence northerly to the junction with state route number 410;

(33) State route number 129, beginning at the Oregon border, thence northerly to the junction with state route number 12 in Clarkston;

(34) State route number 141, beginning at the junction with state route number 14 in Bingen, thence northerly to the end of the route at the Skamania county line;

(35) State route number 142, beginning at the junction with state route number 14 in Lyle, thence northeasterly to the junction with state route number 97, .5 miles from Goldendale;

(36) State route number 153, beginning at a junction with state route number 97 in the vicinity of Pateros, thence in a northerly direction to a junction with state route number 20 in the vicinity south of Twisp;

(37) State route number 155, beginning at a junction with state route number 2 in the vicinity north of Coulee City, thence northerly and westerly to the junction with state route number 215;

(38) State route number 194, beginning at the Port of Almota to the junction with state route number 195 in the vicinity of Pullman;

(39) State route number 195, beginning at the Washington-Idaho boundary line southeast of Uniontown, thence northwesterly and northerly by way of the vicinity of Colton, Pullman, Colfax, Steptoe, and Rosalia to the Whitman county boundary line;

(40) State route number 202, beginning at the junction with state route number 522, thence in an easterly direction to the junction with state route number 90 in the vicinity of North Bend;

(41) State route number 211, beginning at the junction with state route number 2, thence northerly to the junction with state route number 20 in the vicinity of Usk;

- (42) State route number 215, beginning at the junction of state route number 20 in the vicinity of Okanogan, thence northeasterly on the west side of the Okanogan river to a junction with state route number 97 north of Omak;
- (43) State route number 231, beginning at the junction with state route number 23, in the vicinity of Sprague, thence in a northerly direction to the junction with state route number 2, approximately 2.5 miles west of Reardan;
- (44) State route number 261, beginning at the junction with state route number 12 in the vicinity of Delaney, thence northwesterly to the junction with state route number 260;
- (45) State route number 262, beginning at the junction with state route number 26, thence northeasterly to the junction with state route number 17 between Moses Lake and Othello;
- (46) State route number 271, beginning at a junction with state route number 27 in the vicinity of Oakesdale, thence northwesterly to a junction with state route number 195 in the vicinity south of Rosalia;
- (47) State route number 272, beginning at the junction with state route number 195 in Colfax, thence easterly to the Idaho state line, approximately 1.5 miles east of Palouse;
- (48) State route number 278, beginning at a junction with state route number 27, thence easterly via Rockford to the Idaho state line;
- (49) State route number 305, beginning at the Winslow ferry dock to the junction with state route number 3 approximately 1.0 mile north of Poulsbo;
- (50) State route number 395, beginning at the north end of the crossing of Mill creek in the vicinity of Colville, thence in a northwesterly direction to a junction with state route number 20 at the west end of the crossing over the Columbia river at Kettle Falls;
- (51) State route number 401, beginning at a junction with state route number 101 at Point Ellice, thence easterly and northerly to a junction with state route number 4 in the vicinity north of Naselle;
- (52) State route number 410, beginning at the intersection with Farman street in Enumclaw, thence in an easterly direction to the junction with state route number 12, approximately 3.5 miles west of Naches;
- (53) State route number 501, beginning at the junction with state route number 5 in the vicinity of Vancouver, thence northwesterly on the New Lower River road around Vancouver Lake;
- (54) State route number 503, beginning at the junction with state route number 500, thence northerly by way of Battle Ground and Yale to the junction with state route number 5 in the vicinity of Woodland;
- (55) State route number 504, beginning at a junction with state route number 5 at Castle Rock, to the end of the route on Johnston Ridge, approximately milepost 52;
- (56) State route number 505, beginning at the junction with state route number 504, thence northwesterly by way of Toledo to the junction with state route number 5;
- (57) State route number 508, beginning at the junction with state route number 5, thence in an easterly direction to the junction with state route number 7 in Morton;
- (58) State route number 525, beginning at the ferry toll booth on Whidbey Island to a junction with state route number 20 east of the Keystone ferry slip;

(59) State route number 542, beginning at the junction with state route number 5, thence easterly to the vicinity of Austin pass in Whatcom county;

(60) State route number 547, beginning at the junction with state route number 542 in Kendall, thence northwesterly to the junction with state route number 9 in the vicinity of the Canadian border;

(61) State route number 706, beginning at the junction with state route number 7 in Elbe, in an easterly direction to the end of the route at Mt. Rainier National Park;

(62) State route number 821, beginning at a junction with state route number 82 at the Yakima firing center interchange, thence in a northerly direction to a junction with state route number 82 at the Thrall road interchange;

(63) State route number 971, Navarre Coulee road, between the junction with state route number 97 and the junction with South Lakeshore road;

(64) Beginning at the Anacortes ferry landing, the Washington state ferries Anacortes/San Juan Islands route, which includes stops at Lopez, Shaw, Orcas, and San Juan Islands; and the roads on San Juan and Orcas Islands as described in San Juan Island county council resolution number 7, adopted February 5, 2008;

(65) All Washington state ferry routes. [2013 c 154 § 2; 2011 c 123 § 1; 2010 c 14 § 2; 2009 c 277 § 1; 2003 c 55 § 1; 1993 c 430 § 7; 1992 c 26 § 2; 1991 c 342 § 54; 1990 c 240 § 3; 1975 c 63 § 8; 1973 1st ex.s. c 151 § 10; 1971 ex.s. c 73 § 29; 1970 ex.s. c 51 § 177; 1969 ex.s. c 281 § 6; 1967 ex.s. c 85 § 2.]

Intent—2013 c 154: "The legislature recognizes the city of Enumclaw as the gateway to the Chinook scenic byway in western Washington. As such, it is the legislature's intent to set the western terminus of the byway within Enumclaw's city limits. It is further the legislature's intent to make attractions within the city of Enumclaw eligible for future grant opportunities by establishing an all-encompassing entrance point for the Chinook scenic byway." [2013 c 154 § 1.]

Effective dates—1991 c 342: See note following RCW 47.01.425.

Legislative finding—1990 c 240: "The legislature finds that scenic and recreational highways are designated because of a need to develop management plans that will protect and preserve the scenic and recreational resources from loss through inappropriate development. Protection of scenic and recreational resources includes managing land use outside normal highway rights-of-way. The legislature recognizes that scenic and recreational highways are typically located in areas that are natural in character, along watercourses or through mountainous areas, or in areas with a view of such scenery." [1990 c 240 § 1.]

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