

5.3.13.5.1.1 Existing and Proposed Recreation Facilities and Use.

Pg. 5-593, 8th paragraph

Construction of the Hurricane Cliffs afterbay reservoir would permanently remove about 200 acres of the Sand Mountain Special Recreation Management Area from recreation use.

Construction of the penstock from the Hurricane Cliffs afterbay reservoir to the Sand Hollow Hydro Station would temporarily restrict recreational use of approximately 75 acres of the Sand Mountain Special Recreation Management Area for about 3.8 miles along the penstock right-of-way. The permanent removal of 200 acres of the Sand Mountain Special Recreation Management Area from recreational use would be an unavoidable adverse effect on recreation resources.

This is a new Section 5.3.13.5.4. Section heading numbers of the remaining sections in Section 5.3.13.5 are increased accordingly.

5.3.13.5.4 South Variant Alternative.

Unavoidable adverse effects would be the same as described in Section 5.3.13.5.1.

5.3.14 Land Use Plans and Conflicts

5.3.14.2 Environmental Effects

5.3.14.2.2 Land Use Effects

Pg. 5-626, 3rd – 4th paragraphs

The permanent ROW for the pipeline components of the LPP Project would be 100-foot wide. Land use would be affected by construction in the short-term of the LPP Project in several different ways, all of which are reviewed and explained in the following sections. However, the direct effect of the permanent LPP Project footprint would only involve the area needed for above-ground facilities. These facilities include the intake pump station, booster pump stations, regulating tank, hydropower stations, forebay and afterbay reservoirs, and roads. Cumulatively, these facilities would require approximately 900 acres of land transfers, leases, or ROW mostly from SITLA, BLM, NPS, and ASLD. The land for the various pump stations, reservoirs, and hydro stations would be converted from generally open space use to utility use. The land for pipelines, penstocks, and transmission lines would remain open space where compatible with the use of the land for LPP Project activities.

Much of the pipeline and penstock would be sited within existing utility corridors, transportation corridors, and within existing highway ROWs. Several penstock segments would be outside of designated utility corridors. A significant portion of private, incorporated, and public land would be disturbed. Illustrations of the temporary and permanent ROW effects on public and private land are shown in Figures 5-178, 5-179 and 5-180.

Pg. 5-626

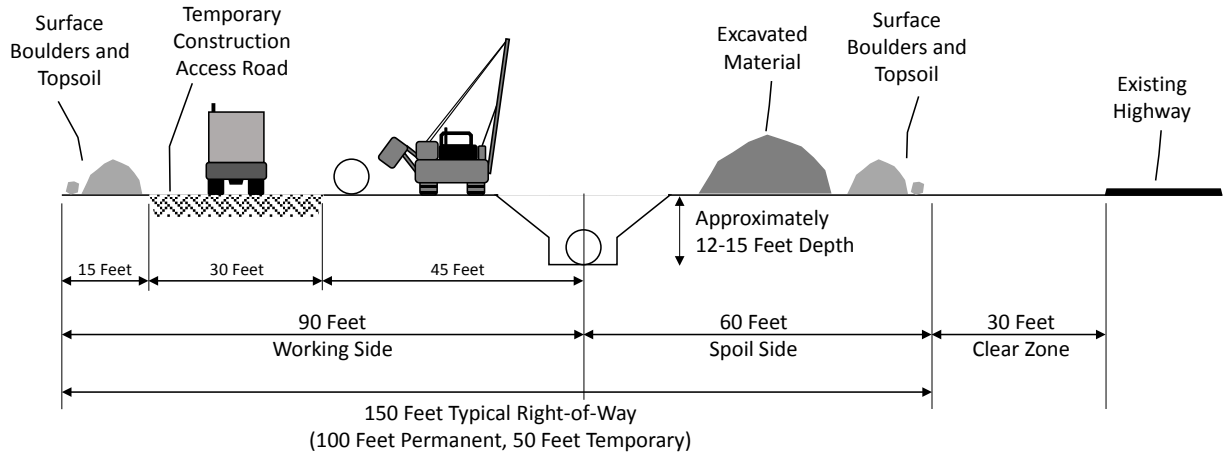


Figure 5-178
Highway Right-of-Way Construction

Pg. 5-627

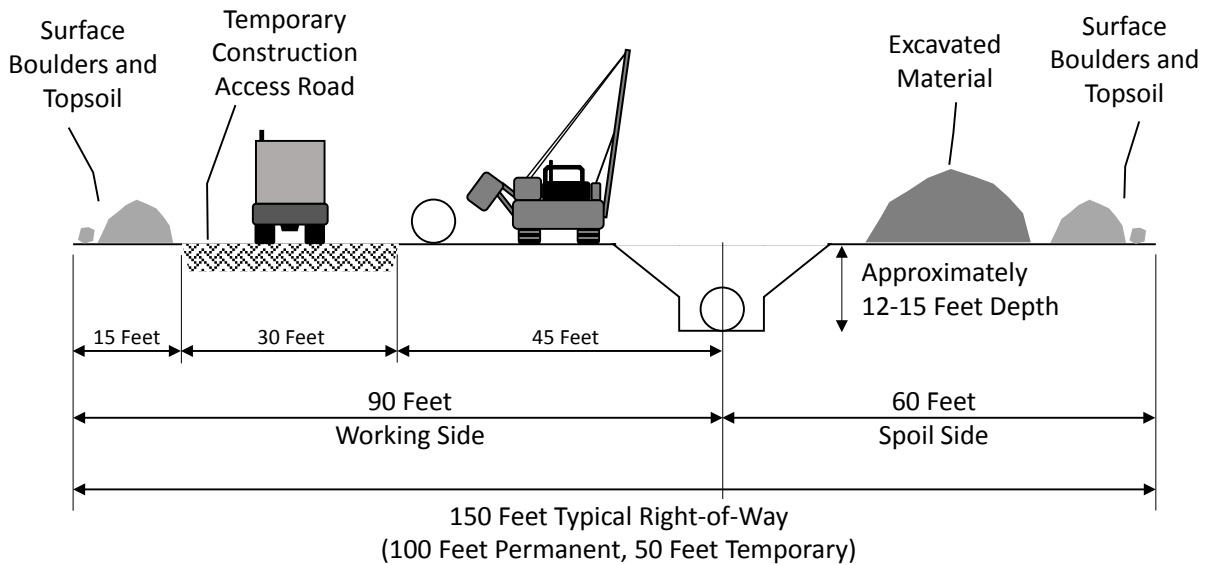


Figure 5-179
Right-of-Way Construction Not Adjacent to Highway

5.3.14.2.2.3 Floodplain.

Pg. 5-631

Table 5-114 100-Year Floodplain Crossings			
County	Waterway	Pipeline/Penstock Alignment	Floodplain Disturbance Area (acres)
Mohave	Short Creek	South Alternative/Existing	0.6
Mohave	Cottonwood Wash	Existing Highway	20.5
Mohave	Pipe Valley Wash	South Alternative	2.1
Mohave	Sand Wash	Existing Highway	2.4
Mohave	Two Mile Wash	Existing Highway	1.8
Mohave	Bitter Seeps Wash	South Alternative	1.4
Mohave	Kanab Creek	South Alternative/ Existing	1.4
Kane	Johnson Canyon	Existing Highway	2.5
Kane	Buckskin Gulch	Water Conveyance	1.4
Kane	Sand Gulch	Water Conveyance	1.0
Kane	Paria River	Water Conveyance	13.3
Coconino	Lost Spring Wash	Existing Highway	10.6
Coconino	Kanab Creek	South Alternative/ Existing	1.1
Coconino	White Sage Wash	South Alternative	11.9

5.3.14.2.2.6 Wild and Scenic Rivers (WSR).

Pg. 5-633, 1st paragraph

No designated WSRs would be affected by the LPP Project. The Upper Paria River at the Highway 89 crossing is the only river considered by BLM to be eligible for designation as a WSR that could be affected by the Water Conveyance System pipeline. This portion of the Paria River flows through privately-owned land. The Upper Paria River-2 segment crossing is located west of Church Wells at the Highway 89 crossing (BLM 2000). The temporary construction easement is expected to require approximately 10 acres of land and water where it crosses the Paria River.

5.3.14.2.2.7 Grazing Land.

Pg. 5-633, 4th paragraph

The construction ROW along a non-highway ROW would be 150-foot wide (100-foot permanent ROW plus a 50-foot TCE) throughout most of the alignment, except near aboveground LPP Project facilities and at select areas where extra workspace is required. Access to grazing allotments and local access roads could be temporarily restricted because of open trenches, pipe material stockpiling, and spoil stockpiling. Fences, water lines, corrals, water tanks, loading chutes, and reservoirs that need to be removed would be replaced with equal or better materials. There would be intermittent disruption of grazing activities depending on the location of the crossing with respect to the specific allotment. The constructed areas are expected to be void of vegetation for a minimum of one growing season during re-vegetation and reclamation activities. In many or most locations, re-establishment of vegetation may take several growing seasons. LPP Project sponsors would notify and coordinate with all grazing permittees and landowners prior to construction activities to identify potential concerns and reduce potential effects on

grazing activities. All fences crossed during construction would be braced and secured prior to cutting. Temporary gates would be used if construction were to result in damage to natural barriers used for livestock control.

Pg. 5-633, 6th paragraph

Construction along an existing highway ROW would require an additional 30-foot clear zone beyond the highway ROW (100-foot permanent ROW plus a 50-foot TCE (Figure 5-178)). Using the typical ROW construction layouts, the amount of affected grazing land area by allotment can be calculated. Tables 5-115 and 5-116 present a summary of the affected areas by allotment names and numbers for Utah and Arizona respectively. The tables outline the effect areas associated with construction. After construction, all land would be restored to original conditions or better except where 12-foot wide access roads would be retained along the pipeline centerline outside the highway ROW areas.

**Table 5-115
Utah Grazing Allotments (BLM/State) – East to West**

Allotment Name	ID	Descr.	Approximate Area (acre)	Percent Total	Admin.	Align. Alt.	Comments
Five Mile Mount	24043	New	114	0.6	Kanab	Conv.	Buckskin Wash
Mollies Nipple	24083	New	100	0.4	Kanab	Conv.	Buckskin Wash
Vermilion	4130	New	34	1.7	Kanab	Conv.	
Vermilion	4130	New	53	5.6	Kanab	S.A./Hwy	
White Sage	4134	New	28	10.3	Kanab	S.A./Hwy	
Rock Reservoir	5345	New	40	0.4	AZ Strip	S.A.	Seaman Wash
Perkins	5205	Rehab	3	0.2	St George	S.A./Hwy	Colorado City
Canaan Flat	4099	New	14	0.8	St George	S.A./Hwy	
Canaan Gap	4141	New	28	1.2	St George	S.A./Hwy	
Short Creek	5270	New	16	0.5	St George	S.A./Hwy	
Haslem Spring	5239	New	20	0.5	St George	S.A./Hwy	
West Canyon	4074	Rehab	45	0.9	St George	S.A./Hwy	Hurricane Hydro
Lost Creek	4028	New	13	0.1	St George	S.A./Hwy	
Middle Canyon	4082	new	14	0.1	St George	S.A./Hwy	
Lakeside	4028	Rehab	31	1.7	St George	S.A./Hwy	
Allen Basin/Snd Mt.	4045	New	39	0.3	St George	S.A./Hwy	
West Grassy	4042	New	10	0.1	St George	S.A./Hwy	

Notes: The 'Descr.' field describes whether the affected land lies in an area where a new 150-foot wide path is necessary or if the construction coincides with an existing roadway that would be rehabilitated and widened. The 'Area' field consists of the total acreage of land that is expected to be disturbed during construction, and is computed with a variable width directly relating to the aforementioned cross sections. The 'Percent Total' column consists of the ratio of the construction-affected allotment to the entire allotment.
 S.A. = South Alternative
 Hwy = Existing Highway
 Conv. = Water Conveyance System

**Table 5-116
Arizona Grazing Allotments (BLM/State) – East to West**

Allotment Name	ID	Descr.	Approx-imate Area (acre)	Percent Total	Admin.	Align. Alt.	Comments
Fuller Road	185	New	58	0.2	AZ Strip	S.A.	Seaman Wa.
Chatterly	62	New	46	0.8	AZ Strip	S.A.	Muggins Fla.
Muggins Flat	63	New	18	0.1	AZ Strip	S.A.	
Button	58	Rehab	41	0.7	AZ Strip	S.A.	
Sunshine	57	Rehab	19	0.5	AZ	S.A.	Hwy 89
Highway	58	Rehab	19	0.1	AZ	S.A.	
Highway	58	Rehab	16	0.1	AZ Strip	S.A.	
	1041	Rehab	55	0.8	AZ Strip	S.A.	
	337	Rehab	56	0.0	Kaibab R.	S.A.	
	1041	New	26	0.4	AZ Strip	SE Corner	
Rock C. Tank	53	New	99	0.1	AZ Strip	SE Corner	
Loco Point	217	Rehab	66	1.0	AZ Strip	S.A.	Bitter Seeps
Valley Wash	951	Rehab	15	0.5	AZ	S.A.	
Valley Wash	952	Rehab	26	0.8	AZ Strip	S.A.	
Pipe Spring	951	Rehab	8	0.7	AZ Strip	S.A.	
Scotties Seep	215	Rehab	13	0.2	AZ Strip	S.A.	
Pipe Valley	950	Rehab	16	0.2	AZ Strip	S.A.	
Pipe Valley	212	Rehab	15	0.9	AZ	S.A.	Indian Knoll
Pipe Valley	205	Rehab	19	0.8	AZ	S.A.	
Sand Wash	207	Rehab	16	0.8	AZ	S.A.	
	337	Rehab	15	0.0	AZ	S.A.	Cedar Ridge
Cane Beds	203	Rehab	9	0.1	AZ Strip	S.A.	
Lost Spring	46	New	24	0.9	AZ	Highway	
Cowboy Butte	49	New	35	0.7	AZ	Highway	
Cowboy Butte	49	New	10	0.2	AZ Strip	Highway	
Fredonia West	219	Rehab	9	0.5	AZ	Highway	
	337	New	300	0.2	Kaibab R.	Highway	
Short Creek	193	Rehab	25	0.2	AZ Strip	S.A./Hwy	
	334	Rehab	4	0.2	AZ Strip	S.A./Hwy	Colorado City
Caanan Gap	189	Rehab	4	0.1	AZ Strip	S.A./Hwy	Colorado City

Notes: The 'Descr.' field refers to whether the affected land lies in an area where a new 150-foot wide ROW is necessary or if the construction coincides with an existing roadway that would be rehabilitated and widened. The 'Area' field consists of the total acreage of land that is expected to be disturbed during construction, and is computed with a variable width directly relating to the aforementioned cross sections. The 'Percent Total' column consists of the ratio of the construction-affected allotment to the entire allotment.

S.A. = South Alternative

Hwy = Existing Highway Alternative

Table 5-118 Total Disturbed Grazing Land (acres)				
Alternative	Utah		Arizona	
	Pipeline/Penstock Construction	Roads (new/old)	Pipeline/Penstock Construction	Roads (new/old)
Water Conveyance	248	0	N/A	N/A
South Alternative – Hydro System	529	27	755	22
Existing Highway – Hydro System	528	18	446	8
Southeast Corner – Hydro System	529	27	824	37
Kane County Pipeline	0	0	N/A	N/A
Transmission Line	0	25	0	0

Notes: The 'Pipeline/Penstock Construction' column indicates the grazing land that would be affected by the 150-foot wide temporary construction easement. Affected grazing land on the Kaibab-Paiute Indian Reservation is included in the Arizona 'Pipeline/Penstock Construction' column as applicable. The 'Roads (new/old)' column indicates the total land that would be permanently affected by roads construction/reconstruction.
N/A = Not Applicable

Table 5-121 Public Land Required for Above-Ground Facilities		
Facility	Area (acres)	Administration
IPS	28	Reclamation/NPS
BPS-1	18	NPS
BPS-2	7	SITLA
BPS-3 (Alt.)	9	BLM
Regulating Tank-2	5	BLM
HS-1	8	BLM
HS-2 (South)	<1	SITLA
HS-4 (Alt.)	7	BLM
Hurricane Cliffs Hydro	43	BLM
Hurricane Cliffs Forebay	433	BLM
Hurricane Cliffs Afterbay	239	BLM/SITLA
Sand Hollow Hydro	11	BLM/WCWCD

Facility names are: Intake Pump Station (IPS), Booster Pump Station (BPS), Hydroelectric Station (HS), Hydropower Facility (Hydro).

5.3.14.2.2.10 Areas of Critical Environmental Concern.

Pg. 5-641, 7th paragraph

The South Alternative would cross the Kanab Creek ACEC in two places; on the east side crossing through Kanab Creek Canyon for a distance of approximately 2,990 feet and again where it traverses through Bitter Seeps Wash crossing approximately 1,350 feet of the ACEC. The two crossings would temporarily disturb approximately 10 acres and 5 acres, respectively. A permanent ROW would be established, however, a permanent access road would not be constructed or maintained within the ACEC. The South Alternative penstock alignment through

the Kanab Creek ACEC would be restored to approximate original contours, revegetated with endemic plant species, and desert soil stain applied where necessary to mitigate visual effects of recently disturbed soils. The BLM would continue to work with the UDWR to further identify and analyze the most suitable route for the LPP Project based on botanical and wildlife surveys.

5.3.14.2.3 Effects Analysis Conclusions.

5.3.14.2.3.1 South Alternative.

Farmland

Pg. 5-648, 5th paragraph

The South Alternative construction, operation and maintenance would require converting approximately 5 acres of designated prime farmland soil to industrial use for one proposed permanent facility, HS-2 (South), which would be a significant effect on designated prime farmland soil. Farmland disrupted during penstock construction (approximately 490 acres) would be rehabilitated back to original condition by replacing removed soil and topsoil to the original contours and to a condition as good as or better than existing.

Floodplain

Pg. 5-651, 1st paragraph

The South Alternative alignment was identified to minimize disturbance of land character or scenic designation. Pipeline and penstock alignments parallel to floodplains. Potentially affected floodplains would be at pipeline crossings along waterways, which would be reclaimed and restored back to original contours to avoid long term effects on floodplains. The South Alternative would have temporary direct effects on 33 acres of floodplains at pipeline and penstock crossings during construction and no measurable effects during operation. The South Alternative would have no significant effects on floodplains.

Grazing Land

Pg. 5-651, 5th paragraph

The South Alternative construction would directly affect a narrow band of grazing land covering 1,531 acres and remove it from use during the following growing season(s), depending on available soil moisture and temperatures. Operation and maintenance activities would have minimal effects on grazing land along the pipeline and penstock. Permanent facilities would remove 762 acres of currently grazed lands from future livestock grazing. The South Alternative would not have significant effects on grazing land.

Areas of Critical Environmental Concern

Pg. 5-652, 3rd paragraph

The Kanab Creek ACEC would be directly affected by the South Alternative. The two penstock crossings would temporarily disturb approximately 15 acres of land and water. Long-term effects would be avoided by implementing construction BMPs and the area would be restored and rehabilitated to its original condition and contours. The South Alternative would have no significant land use effects on the Kanab Creek ACEC.

5.3.14.2.3.2 Existing Highway Alternative.

Floodplain

Pg. 5-653, 7th paragraph

The Existing Highway Alternative alignment was identified to minimize disturbance of land character or scenic designation. Pipeline and penstock alignments parallel to floodplains were moved outside of them to avoid effects. Potentially affected floodplains would be at pipeline and penstock crossings along waterways, which would be reclaimed and placed back to original contours to avoid long-term effects on floodplains. The Existing Highway Alternative would have temporary direct effects on 57 acres of floodplains at pipeline and penstock crossings during construction and no measurable effects during operation. The Existing Highway Alternative would have no significant effects on floodplains.

Grazing Land

Pg. 5-654, 4th paragraph

The Existing Highway Alternative construction would directly affect a narrow band of grazing land covering 1,221 acres and remove it from use during the following growing season(s), depending on available soil moisture and temperatures. Operation and maintenance activities would have minimal effects on grazing land along the pipeline and penstock. Permanent surface facilities would remove 754 acres of currently grazed lands from future livestock grazing. The Existing Highway Alternative would have no significant effects on grazing land.

5.3.14.2.3.3 Southeast Corner Alternative.

Grazing Land

Pg. 5-655, 8th paragraph

Southeast Corner Alternative construction would directly affect a narrow band of grazing land covering 1,600 acres and remove it from utilization during the following growing season(s), depending on available soil moisture and temperatures. Operation and maintenance activities would have minimal effects on grazing land along the penstock. Permanent surface facilities would remove 757 acres of currently grazed lands from future livestock grazing. The Southeast Corner Alternative would have no significant effects on grazing land.

This is a new Section 5.3.14.2.3.4. Section heading numbers of the remaining sections in Section 5.3.14.2.3 are increased accordingly.

5.3.14.2.3.4 South Variant Alternative.

This section summarizes the South Variant Alternative effects analysis conclusions for the land use effect topics.

Land Ownership and Management

The effects on land management from the South Variant Alternative would be similar to the South Alternative effects described in Section 5.3.14.2.3.1.

Farmland

The South Variant Alternative effects on farmland would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Floodplain

The South Variant Alternative effects on floodplains would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Waste Disposal and Hazardous Waste

The South Variant Alternative effects from waste disposal and hazardous waste would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Designated Wilderness, WSAs and Land with Wilderness Characteristics

The South Variant Alternative effects on wilderness and land with wilderness characteristics would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Wild and Scenic Rivers

The South Variant Alternative effects on wilderness areas, WSAs, and wild and scenic rivers would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Grazing Land

South Variant Alternative construction would directly affect a narrow band of grazing land covering 1,024 acres and remove it from utilization during the following growing season(s), depending on available soil moisture and temperatures. Operation and maintenance activities would have minimal effects on grazing land along the penstock. Permanent surface facilities would remove 757 acres of currently grazed lands from future livestock grazing. The South Variant Alternative would have no significant effects on grazing land.

Rights-of-Way

The South Variant Alternative effects on ROWs would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Trails and National Historic Trails

The South Variant Alternative effects on trails and National Historic Trails would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Areas of Critical Environmental Concern

The South Variant Alternative effects on Areas of Critical Environmental Concern would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

Growth

The South Variant Alternative effects on growth would be the same as described for the South Alternative in Section 5.3.14.2.3.1.

5.3.14.4 Cumulative Effects

This is a new Section 5.3.14.4.3 and Section 5.3.14.4.4. Section heading numbers of the remaining sections in Section 5.3.14.4 are increased accordingly.

5.3.14.4.3 Southeast Corner Alternative.

The Southeast Corner Alternative would have the same cumulative effects as described for the South Alternative in Section 5.3.14.4.1.

5.3.14.4.4 South Variant Alternative.

The South Variant Alternative would have the same cumulative effects as described for the South Alternative in Section 5.3.14.4.1.

5.3.14.5 Unavoidable Adverse Effects

5.3.14.5.1 South Alternative.

5.3.14.5.1.1 Land Ownership and Management.

Pg. 5-665, 3rd paragraph

The South Alternative would have unavoidable adverse effects on land ownership and management because of permanent facilities constructed for the Water Conveyance System, the Hydro System, and electrical transmission lines system. The South Alternative would permanently affect private land ownership of approximately 40 acres and permanently affect the public land management of approximately 860 acres by limiting the actions available to the land management agency. These South Alternative effects would be long-term unavoidable adverse effects.

5.3.14.5.2 Existing Highway Alternative.

5.3.14.5.2.1 Land Ownership and Management.

Pg. 5-666, 1st paragraph

The Existing Highway Alternative would permanently affect private land ownership of approximately 40 acres and permanently affect the public land management of approximately 860 acres by limiting the actions available to the land management agency, and require conformance with the Energy Transport Corridor Siting for Tribal Planners Guidance Manual (BIA 2010) for the penstock alignment across the Kaibab-Paiute Indian Reservation. These effects on land use would be long-term unavoidable adverse effects.

5.3.14.5.3 Southeast Corner Alternative.

5.3.14.5.3.1 Land Ownership and Management.

Pg. 5-666, 6th paragraph

The Southeast Corner Alternative would permanently affect private land ownership of approximately 40 acres and permanently affect the public land management of approximately 860 acres by limiting the actions available to the land management agency, and require conformance with the Energy Transport Corridor Siting for Tribal Planners Guidance Manual (BIA 2010) for the penstock alignment across the Kaibab-Paiute Indian Reservation. These effects on land use would be long-term unavoidable adverse effects.

This is a new Section 5.3.14.5.4. Section heading numbers of the remaining sections in Section 5.3.14.5 are increased accordingly.

5.3.14.5.4 South Variant Alternative.

The South Variant Alternative would have the same unavoidable adverse effects as described for the South Alternative in Section 5.3.14.5.1 except for Land Ownership and Management.

5.3.14.5.4.1 Land Ownership and Management.

The South Variant Alternative would permanently affect private land ownership of approximately 40 acres and permanently affect the public land management of approximately 860 acres by limiting the actions available to the land management agency. These effects on land use would be long-term unavoidable adverse effects.

5.3.15 Transportation

5.3.15.2 Environmental Effects

This is a new Section 5.3.15.2.6 and Section 5.3.15.2.7. Section heading numbers of the remaining sections in Section 5.3.15.2 are increased accordingly.

5.3.15.2.6 South Variant Alternative.

The South Variant Alternative would have the same effects on transportation infrastructure and service as described for the South Alternative in Section 5.3.15.2.3.

5.3.15.2.7 Kane County Pipeline System.

The Kane County Pipeline System would have minimal effects on transportation infrastructure and service. The LOS would not change with LPP Project construction or operation. Minor traffic delays could occur during pipeline construction of highway crossings and on highways where the construction activity is near the roadway surface. Traffic on some local roads could be temporarily delayed during specific pipeline and penstock construction activities and traffic controls would be required.

5.3.15.4 Cumulative Effects

This is a new Section 5.3.15.4.4. Section heading numbers of the remaining sections in Section 5.3.15.4 are increased accordingly.

5.3.15.4.4 South Variant Alternative.

The South Variant Alternative would have the same cumulative effects on transportation infrastructure and service as described for the South Alternative in Section 5.3.15.4.1.

5.3.15.5 Unavoidable Adverse Effects

This is a new Section 5.3.15.5.4. Section heading numbers of the remaining sections in Section 5.3.15.5 are increased accordingly.

5.3.15.5.4 South Variant Alternative.

The South Variant Alternative would have the same unavoidable adverse effects involving transportation infrastructure and service as described for the South Alternative in Section 5.3.15.5.1.

5.3.16 Visual Resources

5.3.16.2 Environmental Effects

5.3.16.2.2 South Alternative

5.3.16.2.2.1 Summary of Direct, Short-term Effects from the South Alternative on Landscape Character.

Pg. 5-752, 2nd paragraph

Ground disturbing activities associated with construction of the pipeline would remove a band of existing vegetation approximately 150 feet wide. A similar disturbance band would occur along the short stretch of smaller pipeline that extends from the primary penstock to the future Kane County Water Treatment Plant (WTP). Intermittent pressure-relieving valves with vent structures in below-ground at-grade vaults would be located along the South Alternative alignment, and would occur on the pipeline extending to the future Kane County WTP. These structures would occur at various pipeline and penstock points along the South Alternative. The valves and vent structures would be in buried vaults. The installation of the valve structures would not remove additional vegetation outside the 150-foot-wide disturbance area. The at-grade vault shapes would create varying degrees of contrast with the lines and forms of the existing landscape. Eleven of the 18 VAUs in the South Alternative would be directly affected by project facilities, including VAUs 1, 3, 4, 7, 8, 9, 15, 16, 19, 20, and 21. The clearing of sage-scrub vegetation on the proposed facility sites would create large rectangular shapes in the characteristic landscape in areas void of cultural modifications associated with rural development and would result in varying degrees of contrast.

5.3.16.2.5 Existing Highway Alternative.

5.3.16.2.5.1 Summary of Direct, Short-term Effects from the Existing Highway Alternative on Landscape Character.

Pg. 5-770, 2nd paragraph

Like the South Alternative, ground disturbing activities associated with construction of the pipeline would remove a band of existing vegetation approximately 150 feet wide. A similar disturbance band would occur along the short stretch of smaller pipeline that extends from the primary penstock to the future Kane County WTP. Two of the five VAUs in the Existing Highway Alternative would be directly affected by project facilities, including the future Kane County WTP in VAU 9 and HS-2 Hwy facility in VAU 15. The clearing of sage-scrub vegetation on the proposed facility sites would create large rectangular shapes in the characteristic landscape in areas void of cultural modifications associated with rural development and would result in varying degrees of visual contrast.

5.3.16.2.6 Southeast Highway Alternative.