

## Pam Cecere

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**From:** Kriegel, Debby -FS <dkriegel@fs.fed.us>  
**Sent:** Monday, April 22, 2013 2:38 PM  
**To:** Pam Cecere; tchute99@gmail.com  
**Subject:** Sycamore Connector Road & Visibility from 83

Here's a quote from the last part of Walt's email below:

"I checked visibility of SR83 from many locations of the 'path' and it was not really visible other than for the 'deadman's curve' area (the topographic high on SR83), and that only from a small portion of the 'path'. The one exception is that the very eastern end of the 'path' is sorta visible from the Hilton Ranch-ish direction of SR83"

We can look at this with Allen on Friday, but I'd trust Walt's fieldwork over computer analysis. The effects are pretty minor, but the new road will be visible from Highway 83.

Thanks.

=====  
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Coronado National Forest Green Team  
asks you please print only when necessary!

-----Original Message-----

From: Kriegel, Debby -FS  
Sent: Tuesday, April 02, 2013 10:16 AM  
To: Keyes, Walter -FS; Vogel, Mindy S -FS; Everson, Beverley A -FS; Pam Cecere  
Cc: tchute99@gmail.com; Gillespie, William B -FS; Jones, Lawrence LC -FS; Copeland, James -FS; Coleman, James R -FS; Lane, Cornelia D -FS; Kriegel, Debby -FS  
Subject: RE: Google Earth Placemark: Paths.kmz

Walt, thank you for walking the trail and providing this Google Earth map!

The new road appears to be about 2.5 miles long. We will permanently lose 35 miles of public roads due to the Rosemont mine, and this road would maintain public access into Sycamore Canyon and prevent the loss of a bunch of additional miles of public roads. A very helpful mitigation for recreation.

The road would create some relatively minor visual impacts. It's a narrow road and from a quick "street level" review in Google Earth, it doesn't look like there would be any enormous cuts or fills (Walt: please correct me if I'm wrong). The fact that a portion of the road might be visible from the north (Tucson) is a very minor concern. The road would be far enough away from viewers that it's unlikely anyone would even notice it. However, if the alignment can be adjusted to avoid this, it probably makes it more palatable to the public (and possibly Jim). It's less clear what Hilton Road residents will think about the visibility. The road would maintain their recreation access into the northern Santa Ritas (which is very important to some of them), so perhaps they will accept the relatively minor visual effects.

Pam: Will you be adding the effects from this road (positive and negative) to the recreation and visual analyses? Is it worth doing a quick GIS visibility analysis to determine how visible it would be and from where?

=====  
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Coronado National Forest Green Team  
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-----Original Message-----

From: Keyes, Walter -FS  
Sent: Monday, April 01, 2013 12:26 PM  
To: Vogel, Mindy S -FS; Everson, Beverley A -FS  
Cc: tchute99@gmail.com; Gillespie, William B -FS; Jones, Lawrence LC -FS; Kriegel, Debby -FS; Copeland, James -FS; Coleman, James R -FS; Lane, Cornelia D -FS  
Subject: RE: Google Earth Placemark: Paths.kmz

Or try this attachment instead.

WALT KEYES  
Road Manager--Coronado National Forest--Supervisor's Office  
300 W. Congress, Tucson, AZ 85701  
cell: 520-260-9567, desk: 520-388-8416, email: wkeyes@fs.fed.us  
The haggis is in the fire for sure.... - Chief Engineer Montgomery Scott.

-----Original Message-----

From: Keyes, Walter -FS  
Sent: Monday, April 01, 2013 12:19 PM  
To: Vogel, Mindy S -FS; Everson, Beverley A -FS  
Cc: tchute99@gmail.com; Gillespie, William B -FS; Jones, Lawrence LC -FS; Kriegel, Debby -FS; Copeland, James -FS; Coleman, James R -FS; Lane, Cornelia D -FS  
Subject: Google Earth Placemark: Paths.kmz

Team,

Hopefully the attachment here will take you to Google Earth for a view of what I have walked/flagged. If it doesn't work properly let me know.

What you should see, more or less, is the 'path' I walked/flagged. This path begins at the eastern connection to the not-yet-built Primary Access Road. That shows up at the easternmost end of the 'path'.

About a third of the way from east to west there's a break in the 'path' where the batteries died on my GPS. There is a good route to connect the dangling ends of the 'path' through that drainage, which happens to be Scholefield. The crossing point is just southwest of an existing cattle watering trough, tank and solar powered well. We co-locate on an

existing road (not a system road) for a short while, which will assist the permittee with continued use of the cattle 'improvements' too.

Just west of the midpoint of the overall 'path' is a short segment jutting south-ignore that.

The western end of the 'path' needs more field work, the nature of which may depend on comments re: Cultural, Biology and Visual concerns. The 'path' shown runs along the north face of the peak which forms the right-most side of the saddle/pass into Sycamore Canyon from the south. With binoculars a road constructed there would be visible from Tucson, but would connect to the Sycamore Canyon road north of the saddle, kind of hermetically sealing-off public use from the mine situation to the south. If desired I can probably get a route flagged that uses the east, south and southwestern faces of the same peak to get to the same road, but just on the south side of the pass.

If someone knows the name of the pass into Sycamore Canyon please let me know.

Overall the 'path' I used preferentially uses the north side of Scholefield Canyon, rather than the south side as I had earlier anticipated. The terrain on the north is less steep and less vegetated, but has more drainages running down from a larger tributary area above (means more drainage pipes needed for the road). I checked visibility of SR83 from many locations of the 'path' and it was not really visible other than for the 'deadman's curve' area (the topographic high on SR83), and that only from a small portion of the 'path'. The one exception is that the very eastern end of the 'path' is sorta visible from the Hilton Ranch-ish direction of SR83; but so will be the Primary Access Road in that location and it's going to be a LOT larger.

Walt.

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