



United States  
Department of  
Agriculture

Forest  
Service

Tusayan Ranger  
District

P.O. Box 3088  
Grand Canyon, AZ 86023-3088  
(928) 638-2443

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File Code: 2700

Date: January 30, 2013

ATTN: Thomas De Paolo  
Stilo Development Group USA, LP  
7610 E McDonald Drive Suite L  
Scottsdale, AZ 85250

Dear Mr. De Paolo,

I have reviewed the proposal you submitted on behalf of the Stilo Development Group USA, LP for transportation and utility systems on the Kaibab National Forest. As a guide for my review I used the policy and direction described in 36 CFR Chapter 2 subpart D and Forest Service Manual Chapter 2732.3.

Based on these requirements, I have found that I will need more information prior to accepting the proposal. I would expect this proposal to go back and forth a few times before we are able to accept an application. Working through these plans and details will better insure success for all the interested parties. I would like to schedule a time to meet to frame up and fully describe the results of our review. To guide this discussion I have enclosed a summary of some of the further information needed to continue this process. Please contact me at (928) 635-8230 or [nicholaslarson@fs.fed.us](mailto:nicholaslarson@fs.fed.us).

Thank you and I look forward to meeting with you.

Sincerely,

*/s/ Nicholas Larson*  
NICHOLAS LARSON  
District Ranger

cc: John W Brown  
Deirdre A McLaughlin



The following is the findings of an initial review of the proposal for transportation and utility systems on the Kaibab National Forest, accessing the Ten X and Kotzin Ranch inholdings. This structure loosely follows the structure of Standard Form 299.

Throughout the proposal we need a better justification for the need for access in the context of likely proposed future development and time frames. I'm not sure that's the correct term, but we need to know if you are going to be serving "X" number of people or housing units and that the systems proposed will meet those needs. We don't want to get into a situation where ten years down the road the whole system needs pulled up and increased. We also need greater assurance that these proposed activities are likely to occur and a plan of what happens if they fall through. Bonding will be a part of that as will close coordination with local entities. Concurrence with local entities is another part this need more detail. We need to show this was assembled with all the correct players at the table and will be built and maintained to a standard consistent with local standards, laws and regulation.

This proposal starts our review process. I would expect this to go back and forth a few times before we are able to accept this as an application and look forward to further discussions.

Section 7 (a) – Please enclose any referenced documents as an attachment to this application.

- Put in the context of consistency with county and local requirements for transportation as well as all the proposed utilities. We need to show that this was planned with local governments and utility providers to meet actual and anticipated needs.

Section 7 (b) – also include in this section assurances this does not conflict with any other ROWs, or permitted improvements, thinking about the ADOT ROW and potential conflict with sewage lines.

Section 7 (c) – This whole section needs to be in put in the context of meeting the need of the likely land use. Meaning we need a justification that the requested improvements will be warranted, needed and maintained. Also need to show involvement and concurrence with the parties responsible for maintenance, i.e. utility providers and road maintenance group.

Section 7 (d) – We need some assurance that road will be maintained and by whom. Also a plan of funding and to what standard roads and utilities will be maintained.

Section 7 (f) –Some preliminary idea of the traffic/use in the context of likely land use.

Section 7 (h) – we need a strong justification why this cannot be facilitated on private lands

Section 12 – further documentation of financial ability. This will include bonding. Bond amounts ought be commensurate with value of removing improvements until construction is complete, upon completion bonding ought be commensurate with maintenance of systems.

Provide criteria for evaluating technical capability, essentially what make a good contractor?

We will need some guarantee of maintenance in perpetuity; tax collection, home owner's association whatever is planned and consistent with local regulation.

These roads are currently Forest Service roads maintained for public and administrative access, I'm not convinced we would be interested in converting them to private roads, even if roads are still open for public access. Below is Forest Service manual and handbook direction related to this issue:

2709.12.40-41

"41.1 Do not use a FLPMA easement in a cost-share agreement area in which the applicant is the cooperator. If an easement request is for access to land planned for subdivision, issue the easement only to a county or township, an authorized road district, or an organization of all the lot owners served by a road. See FSM 2730.3 for direction on grants for subdivision access roads. Make grants to public road agencies under the Forest Road and Trail Act (FSM 2732)."

From 2732.3 - Easement Grants to Public Road Agencies

"These easements are the only form of right-of-way grant to public road agencies for public roads and highways which are not part of the Federal-aid system, or which are constructed under the provisions of chapter 2 of the Highway Act of August 27, 1958 (72 Stat. 885; 23 U.S.C. 101, 135, 201-205, 217). Upon application by the holding agency, replace any permits previously issued for such roads with easements. For further direction, see FSH 2709.12, section 34.

Authorize access to subdivisions by FRTA easements to the proper public road authority. If the public road authority refuses to accept the road as part of its system, require the owners of the property served to form a local improvement district or an owners association to assume the maintenance responsibilities under a Federal Land Policy and Management Act (FLPMA) easement for the road to ensure access to all parties who need the road for access to their property (FSM 2733). The organization must have the authority to collect the necessary funds for road maintenance, thereby relieving the Government of any potential maintenance obligation or responsibility. Issue special use permits to public road agencies for non-public or temporary roads (FSH 2709.12, sec. 41.2)."

What happens if the road is not completed or the intended use is not realized? The current road serves the agencies needs as well as the current private land use. The Forest service is not interested in maintaining a higher level road and needs assurance that we will not be left with maintaining a paved "road to nowhere."

Section 13 (a) – This section is asking more; are there alternative ways to access through private land or some other means? Also, put in the context of likely land use.

Section 13 (c) - You currently have access to these properties consistent with the current land uses, this needs to be in the context of what you plan on doing out there.

Section 15 – Again, present this in the context of development. Why do you need a paved road? Why do you need utilities? Why do you need to provide a higher level of service to these areas?

Section 15 (a) – Some preliminary cost analysis/budget would be helpful.

Section 15 (c) – Present this in the context of likely land use. You currently have access for the enjoyment of these properties as they are currently being used. We need to justify this based on what you will be using the land for.

Section 17 – we will get in to all this in greater detail as a part of on the NEPA analysis, but it would be helpful to start thinking about things like increase use of the rest of FSRD 302, 303 and 328, recreation impacts, accessibility of the rest of the forest....

**Larson, Nicholas -FS**

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**From:** Sheila Logan <sLogan@westlandresources.com>  
**Sent:** Friday, January 04, 2013 4:00 PM  
**To:** Larson, Nicholas -FS  
**Cc:** Tom De Paolo (tdmedallion@qwestoffice.net)  
**Subject:** SF299 - SUP Application for Tusayan Roadway Access and Utility Corridor Project  
**Attachments:** 13-0104 Tusayan SF299 SUP Application.pdf

Nick...

On behalf of Stilo Development Group USA, LP, please see the attached application for a Special Use Permit for the Tusayan Roadway Access and Utility Corridor Project (SF299). Two hard copies are also being sent to your office. Please let us know if you need any additional information or have any questions.

We look forward to working with the Forest Service on this project. Thank you!

SAL

Sheila A. Logan, PE | Senior Project Manager  
**WestLand Resources, Inc.**  
2020 N Central Ave, Suite 695 | Phoenix, AZ 85004  
Direct: (602) 888-7007 | Cell: (602) 317-8745

APPLICATION FOR TRANSPORTATION AND  
 UTILITY SYSTEMS AND FACILITIES  
 ON FEDERAL LANDS

FORM APPROVED  
 OMB NO. 0596-0082

FOR AGENCY USE ONLY

**NOTE:** Before completing and filing the application, the applicant should completely review this package and schedule a preapplication meeting with representatives of the agency responsible for processing the application. Each agency may have specific and unique requirements to be met in preparing and processing the application. Many times, with the help of the agency representative, the application can be completed at the preapplication meeting.

Application Number

Date Filed

1. Name and address of applicant (include zip code)  
 Stilo Development Group USA, LP  
 ATTN: Mr. Thomas De Paolo  
 7610 E McDonald Drive, Suite L  
 Scottsdale AZ 85250

2. Name, title, and address of authorized agent  
 If different from item 1 (include zip code)

3. Telephone (area code)

Applicant  
 (480) 991-7930

Authorized Agent

4. As applicant are you? (check one)

- a.  Individual
- b.  Corporation\*
- c.  Partnership/Association\*
- d.  State Government/State Agency
- e.  Local Government
- f.  Federal Agency

\* If checked, complete supplemental page

5. Specify what application is for: (check one)

- a.  New authorization
- b.  Renewing existing authorization No.
- c.  Amend existing authorization No.
- d.  Assign existing authorization No.
- e.  Existing use for which no authorization has been received \*
- f.  Other\*

\* If checked, provide details under item 7

6. If an individual, or partnership are you a citizen(s) of the United States?  Yes  No

7. Project description (describe in detail): (a) Type of system or facility, (e.g., canal, pipeline, road); (b) related structures and facilities; (c) physical specifications (Length, width, grading, etc.); (d) term of years needed; (e) time of year of use or operation; (f) Volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for construction (Attach additional sheets, if additional space is needed.)

(a) Type of system or facility

The applicant proposes to make improvements to segments of existing forest roads and construct new segments to provide all weather access and utility service to two privately owned in-holding properties (TenX Ranch and Kotzin Ranch). The roadway improvements and utility construction would begin at State Route 64 (SR 64) in the Town of Tusayan. As depicted in Figure 1, the project area lies within the Tusayan Ranger District of the Kaibab National Forest, and the proposed corridors cross the areas listed in Table 1. TenX Ranch is identified as the Coconino County Assessor's Parcel Number (APN) 502-14-001, and Kotzin Ranch is APN 502-16-006.

Table 1. Project Location

Proposed Corridor from SR 64 to:	Sections	Township	Range
Kotzin Ranch (2 alignments)	13, 14, 23, 24	T30N	R2E
TenX Ranch (FR 302)	24 19, 29, 30	T30N T30N	R2E R3E

Township and Range of the Gila and Salt River Baseline and Meridian

The corridor alignments identified conform to the requirements of the Pre-Annexation and Development Agreement No. 2011-11-02 between the Town of Tusayan and the applicant. The locations of the requested alignments are depicted in Figure 2. Generally, access and utility service to TenX Ranch requires improvements to the existing Forest Road (FR) 302; the road and utility corridors to Kotzin Ranch would improve segments of existing forest roads (FR 328, 605C, 605E, and 605F) and construct new road and utility corridor segments. Table 2 identifies the physical specifications of the requested corridors on a segment-by-segment basis.

(b) Related structures and facilities

From the requested southern access road and utility corridor to Kotzin Ranch, an approximately 410-foot long corridor along FR 605M is necessary to accommodate a sewer line to the existing collection system facilities of the South Grand Canyon Sanitary District (SGCSD) wastewater treatment plant in the Town of Tusayan, as depicted in Figure 3B. In addition, an approximately 300-foot long sewer line corridor is necessary parallel to SR 64 from the intersection of FR 302 to the existing developed boundaries of the Town of Tusayan. This corridor facilitates a second tie-in to the SGCSD wastewater collection system to convey flows from TenX Ranch, and is depicted in Figure 3A. The two sewer line corridors are estimated to be 25 feet wide; the specific width and location will be dependent on the capacity, location and depth of the existing wastewater collection facilities. The sewer line corridors would consist of temporary ground disturbance for construction, with the exception of manhole covers that would remain at grade.

Table 2. Summary of Project Description

Route/Segment	Existing Maintenance Level	Proposed Maintenance Level	Existing Recreation Opportunity Spectrum	Length (approximate) (feet)	Length (approximate) (mile)	Width (feet)	Previously Disturbed Area (acre)	Area of New Disturbance (acre)	Total Disturbance Area (acre)	Sewer	Water Transmission	Water Distribution	Reclaimed Water	Electric	CATV	Natural Gas	Telephone
TenX Ranch Access Road	3	5	R/RN	14,880	2.82	80	12.7	14.6	27.3	X		X	X	X	X	X	X
<b>Kotzin Ranch South Access Road</b>																	
Roundabout at Coyote Lane to FR 605C	-	5	R	1,100	0.21	80	0.0	2.0	2.0		X	X	X		X	X	X
FR 605C to intersection with North Long Jim Loop (FR 605M)	2	5	R	1,765	0.33	80	0.3	2.9	3.2		X	X	X		X	X	X
From intersection with North Long Jim Loop (FR 605M) to APS easement (FR 605)	-	5	R	2,145	0.41	80	0.0	3.9	3.9	X	X	X	X		X	X	X
From intersection with APS easement (FR 605) to Kotzin Ranch	-	5	R/RN	1,810	0.34	80	0.0	3.3	3.3	X	X	X	X		X	X	X
<i>Subtotal</i>				<i>6,820</i>	<i>1.29</i>	<i>80</i>	<i>0.3</i>	<i>12.2</i>	<i>12.5</i>								
<b>Kotzin Ranch North Access Road</b>																	
Intersection of SR 64 and Moqui Drive (FR 328)	3	5	RN	4,070	0.77	80	1.9	5.5	7.5			X	X				
FR 605F	2	5	RN	1,560	0.30	80	0.5	2.4	2.9			X	X				
FR 605E	2	5	RN	1,530	0.29	80	0.4	2.4	2.8			X	X				
From FR 605E to Kotzin Ranch	-	5	RN	770	0.15	80	0.0	1.4	1.4			X	X				
<i>Subtotal</i>				<i>7,930</i>	<i>1.50</i>	<i>80</i>	<i>2.8</i>	<i>11.7</i>	<i>14.6</i>								
<b>Related Structures and Facilities</b>																	
Sewer corridor along FR 605M	2			410	0.08	25	0.2		0.2	X							
Sewer corridor along SR 64	5			300	0.06	25	0.2		0.2	X							
Potable water booster pump station (approx. 100 ft X 100 ft)							0.2		0.2			X					
Lift Station (approx. 100 ft X 100 ft)							0.2		0.2	X							
Reclaimed water booster pump station (approx. 100 ft X 100 ft)							0.2		0.2				X				
Temporary construction staging area (approx. 400 ft X 400 ft)								2.0	2.0								
<i>Subtotal</i>				<i>710</i>	<i>0.13</i>		<i>1.1</i>	<i>2.0</i>	<i>3.1</i>								
<b>Total</b>				<b>30,340</b>	<b>5.75</b>		<b>17.0</b>	<b>40.5</b>	<b>57.5</b>								

Recreation Opportunity Spectrum (ROS): R = Rural; RN = Routed Natural

A wastewater lift station is anticipated to convey wastewater flows to the SGCSD wastewater treatment plant from TenX Ranch. The lift station would be located adjacent to the access and utility corridor along FR 302. Two booster pump stations, one for reclaimed water and one for potable water, would be located approximately 0.25 mile east of SR 64, adjacent to FR 302. Each station would each be approximately 0.2 acre in size, or 100 feet by 100 feet, and would be located adjacent to the access and utility corridor along FR 302. The approximate locations of these stations are depicted in Figure 3A.

The specifications of these improvements will be further determined as the environmental review and engineering design proceed.

(c) Physical specifications

The project proposes to improve and construct maintenance level 5 roadway access to the two in-holdings. As defined in Forest Service Handbook (FSH) 7709.58, 12.3), maintenance level 5 is assigned to roads that provide a high degree of user comfort and convenience; these roads are normally double-lane, paved facilities.

In total, approximately 30,340 linear feet of roadway access and utility corridor (including approximately 710 linear feet of sewer line without roadway access) are requested. The total area of disturbance is estimated to be approximately 57.5 acres, of which 17.0 acres (30 percent) has been previously disturbed.

Table 2 lists each corridor segment, existing and proposed maintenance levels, the existing recreation opportunity spectrum (ROS), the length of the segment (in feet and miles), the area disturbance (including estimates of new and previously disturbed areas), and the utility lines proposed for each segment.

Figure 4 depicts the cross section of the proposed corridor, and conforms to the requirements specified by the *Pre-Annexation and Development Agreement No. 2011-11-02* between the Town of Tusayan and the applicant. The corridor would accommodate two, paved travel lanes (14-foot wide each), resulting in 28 feet of surfaced roadway, with aggregate shoulders (2-foot wide each) and a 14-foot wide border area/utility corridor adjacent to each shoulder. The corridor would also accommodate an 8-foot wide bike/pedestrian path on either side of the paved surface. An additional 4 feet would allow for adjustments to grade. In total, an 80-foot wide corridor is requested to provide all weather access and utility service to the two privately owned in-holding parcels. Note that the dimensions specified above and in Figure 4, which comprise the overall 80-foot wide corridor, represent a typical cross section; the engineering design may vary in locations to accommodate topographic and other site-specific constraints.

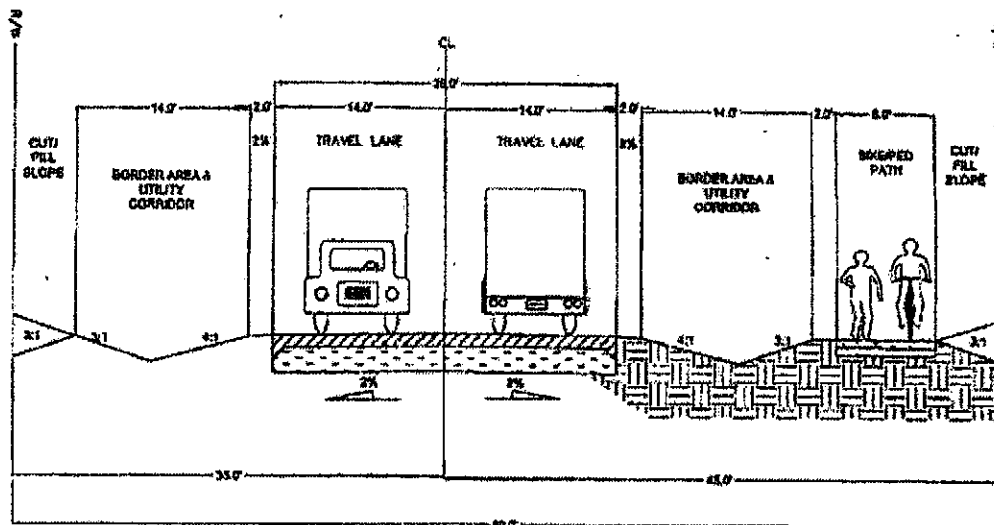


Figure 4: Access roadway and utility corridor typical section



### **Corridor to TenX Ranch**

FR 302 would be improved from SR 64 for approximately 2.8 miles, or 14,880 feet, to TenX Ranch. Utilities to be provided within the two, 14-foot wide border area and utility corridors include a potable water distribution main, a reclaimed water transmission main, a sewer main, a natural gas pipeline, electric, cable television (CATV), and telephone.

### **Corridor to Kotzin Ranch**

#### ***Southern Access***

The southern access roadway and utility corridor would traverse lands within the Kaibab National Forest for approximately 1.3 miles (6,820 feet), connecting the existing SR 64 roundabout at Coyote Lane to Kotzin Ranch, including the segments listed below. The utilities proposed within the two, 14-foot wide border area and utility corridors vary slightly by segment, but generally include water transmission and distribution mains, a reclaimed water main, and a sewer main. Dry utilities in the corridor also vary by segment, but generally include a natural gas pipeline, electric lines, CATV, and telephone lines. Details of the utility lines included in each segments are listed herein and in **Table 2**.

- A new roadway and utility corridor would be constructed from the SR 64 roundabout at Coyote Lane west approximately 1,100 feet to FR 605C. The alignment would accommodate and facilitate the use of the parking lot recently constructed by the National Park Service (NPS) within the Kaibab National Forest.
  - Utilities proposed in this segment include water transmission and distribution mains, a reclaimed water main, a natural gas pipeline, CATV, and telephone lines.
- FR 605C would be improved for approximately 1,765 feet west to the intersection with North Long Jim Loop (FR 605M).
  - Utilities proposed in this segment include water transmission and distribution mains, a reclaimed water main, a natural gas pipeline, CATV, and telephone lines.
- From North Long Jim Loop (FR 605M), a new roadway would be constructed in a generally northwesterly direction for approximately 2,145 feet to the intersection with the existing Arizona Public Service (APS) easement (FR 605).
  - Utilities proposed in this segment include water transmission and distribution mains, a reclaimed water main, a sewer force main, a natural gas pipeline, CATV, and telephone lines.
  - The sewer main from Kotzin Ranch would leave the utility corridor approximately at North Long Jim Loop (FR 605M) and continue south in a corridor for approximately 420 feet to the existing wastewater collection facilities of the SGCSO.
- From the intersection with the APS easement (FR 605) to Kotzin Ranch, a new roadway would be constructed in a generally northwesterly direction for approximately 1,810 feet to Kotzin Ranch.
  - Utilities proposed in this segment include water transmission and distribution mains, a reclaimed water main, sewer force main, electric lines, a natural gas pipeline, CATV, and telephone lines.
  - Electric lines would be in this segment of the corridor, connecting to the existing APS power lines that parallel FR 605.

#### ***Northern Access***

The northern access roadway and utility corridor would traverse lands within the Kaibab National Forest for approximately 7,930 feet, or 1.5 miles, from the intersection of SR 64 and Moqui Drive (FR 328) west to Kotzin Ranch, including the segments listed below. The utilities within the two, 14-foot wide border area and utility corridors would include a potable water main and a reclaimed water main. Dry utilities are not anticipated in this corridor.

- FR 328 would be improved approximately 4,070 feet from SR 64 west to FR 605F.
- FR 605F would be improved approximately 1,560 feet west from FR 328 to the intersection with FR 605E.
- FR 605E would be improved for approximately 1,530 west.

A new roadway and utility corridor would be constructed west approximately 770 feet to Kotzin Ranch.

(d) **Term of years needed**

All weather access and utility service is requested in perpetuity.

(e) **Time of year of use or operation**

All weather access and utility service is requested yearlong.

(f) **Volume or amount of product to be transported**

The volume of traffic and sizes of utilities are undetermined at this time. Additional details, to the extent available, will be provided as the environmental review and engineering design proceed.

## (g) Duration and timing of construction

Construction would be anticipated to be complete within an approximate 36-month period, considering the potential for inclement weather.

## (h) Temporary work areas needed for construction

A temporary work area of 2 acres is anticipated approximately halfway between SR 64 and the western boundary of TenX Ranch for construction staging. The temporary work area will be more specifically planned during the environmental review and engineering design process.

## 8. Attach a map covering area and show location of project proposal

9. State or Local government approval:  Attached  Applied for  Not Required

10. Nonreturnable application fee:  Attached  Not required

11. Does project cross international boundary or affect international waterways?  Yes  No (if "yes," indicate on map)

## 12. Give statement of your technical and financial capability to construct, operate, maintain, and terminate system for which authorization is being requested.

The applicant is technically and financially capable of completing the project described in this application.

While the proposed corridors would be open to the public for travel, the construction, operation, and maintenance of the roadway and utilities would be privately funded.

## 13a. Describe other reasonable alternative routes and modes considered.

Alternative alignments for the southern roadway access and utility corridor to Kotzin Ranch may be feasible and will be considered during the environmental review and engineering design process. No other alternatives were considered for the roadway access and utility corridor to TenX Ranch or for the northern corridor to Kotzin Ranch due to the presence of existing forest roads.

## b. Why were these alternatives not selected?

Alternative alignments for the southern roadway access and utility corridor to Kotzin Ranch will be considered during the environmental review and engineering design process.

## c. Give explanation as to why it is necessary to cross Federal Lands.

The privately held Kotzin Ranch and TenX Ranch are in-holdings in the Kaibab National Forest. Both properties are accessible via existing forest roads, however, these roads are subject to closure at the discretion of the District Ranger during wet weather periods. Improved, all-weather access is necessary to ascertain reasonable use and enjoyment of these privately held lands.

## 14. List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency. (Specify number, date, code, or name)

No other authorizations or applications are known to be pending for similar, linear projects in the vicinity. Table 3 lists projects within the Tusayan Ranger District of the Kaibab National Forest identified on the Forest Service Schedule of Proposed Actions (SOPA).

Of the projects listed, only the Tusayan Flood Control Project Environmental Assessment (EA) is located in the immediate vicinity of the proposed roadway and utility corridor. The applicant will coordinate with the Forest Service to ensure the flood control project and the proposed roadway and utility corridor project are compatible.

**Table 3. Tusayan Ranger District Schedule of Proposed Actions**

<b>Project Name</b>	<b>Project Purpose</b>	<b>Location</b>	<b>Expected Implementation</b>
Gypsy Moth Management in the United States: A Cooperative Approach EIS	Vegetation management (other than forest products)	Nationwide	1/2013
Four-Forest Restoration Initiative EIS: Kaibab and Coconino EIS	Road, fuels, watershed, and vegetation management (other than forest products) and forest products	Coconino National Forest All Units, Williams Ranger District, Tusayan Ranger District, including ponderosa pine habitat on the Kaibab and Coconino National Forests	04/2013
Rock Pit Development: Coconino and Kaibab National Forests EA	Road management	Coconino National Forest All Units, Williams Ranger District, Tusayan Ranger District	04/2013
Kaibab National Forest Plan Revision EIS	Land management planning	Kaibab National Forest All Units	02/2013
VANE Minerals Uranium Exploratory Drilling Project EIS	Minerals and Geology	Tusayan Ranger District; Townships 27, 28, and 29 North; and Ranges 2, 3, and 4 East	On hold
Tusayan Flood Control Project EA	Watershed management	Tusayan Ranger District; Township 30 North, Range 2 East, Sections 19, 24, and 30, just east of the Town of Tusayan	03/2013

15. Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal (construction, operation, and maintenance); (b) estimated cost of next best alternative; and (c) expected public benefits.

Statement of need for project, including the economic feasibility

The need for this project is to improve access to facilitate reasonable use and enjoyment of the in-holding properties in a safe and adequate manner. All-weather access is required to the Kotzin Ranch and TenX Ranch in-holdings in accordance with the *Pre-Annexation and Development Agreement No. 2011-11-02* between the Town of Tusayan and the applicant.

The project is economically feasible and would be privately funded.

(a) Cost of proposal (construction, operation, and maintenance)

Construction, operation, and maintenance costs would be funded by the applicant; cost estimates will be provided as the environmental review and engineering design proceed.

(b) Estimated cost of next best alternative

Cost estimates for reasonable alternatives will be provided as the environmental review and engineering design proceed.

(c) Expected public benefits

Expected public benefits include improved access to privately held lands and the surrounding lands of the Kaibab National Forest.

16. Describe probable effects on the population in the area, including the social and economic aspects, and the rural lifestyles.

The privately owned in-holdings are surrounded by public lands managed by the Kaibab National Forest and have no form of access except across public land. While the proposed access roadways and utility corridors across lands managed by the Kaibab National Forest would not directly result in population growth, the population growth anticipated by the allowed zoning of the in-holdings is a reasonably foreseeable future action that would be considered during the environmental review of this application.

The proposed roadway access and utility corridors would also improve access to lands managed by the Kaibab National Forest with the potential for some increase in utilization of localized areas for recreational purposes. Impacts to rural lifestyles are expected to be localized and minimal in the context of the role of the local community as a gateway to the Grand Canyon National Park. The applicant will work to identify and minimize potential resource conflicts with rural lifestyles with safety in mind.

17. Describe likely environmental effects that the proposed project will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water; (e) existing noise levels; and (f) the surface of the land, including vegetation, permafrost, soil, and soil stability.

(a) Air quality

The proposed project would pave existing gravel and dirt roads within the Tusayan Ranger District, which would reduce sources of fugitive dust in dry weather. Additional traffic would be expected to traverse the improved roads, which may increase vehicle emissions.

(b) Visual impact

Removal of existing vegetation would be minimized to the extent practical; indigenous plants and trees and/or low-water use plants would be used to revegetate areas of temporary disturbance and in landscaped areas.

(c) Surface and ground water quality and quantity

The existing roads are unpaved and therefore subject to erosion during storm events, contributing to sediment generation and transport. The proposed project would pave access roadways, reducing the potential for erosion and sedimentation. Increased runoff generation and the potential for water quality impacts from the impervious roadway surfaces would be managed through engineering controls. Impacts to groundwater would not be anticipated from the roadway access and utility corridors.

(d) The control or structural change on any stream or other body of water

The existing FR 302 crosses a tributary to Coconino Wash approximately one half mile east of SR 64. The existing culvert may need to be extended laterally to accommodate the wider roadway. Additional culvert crossings may also be required to accommodate existing drainages and swales. Stormwater conveyance would be maintained, and no control or structural change of any stream or other body of water is anticipated.

(e) Existing Noise Levels

Existing noise on forest roads serving Kotzin Ranch results from occasional vehicles passing through to access lands within the Kaibab National Forest for recreational uses. Existing noise on FR 302 near TenX Ranch also occurs from vehicles accessing lands within the Kaibab National Forest for commercial and non-commercial recreational use; jeep tour operators use FR 302 routinely to access Grandview. FR 302 has a higher operational maintenance level and continues through the Kaibab National Forest, ultimately providing access to Flagstaff. As such, the road has greater existing vehicle volumes than the roads at Kotzin Ranch, with resulting higher noise levels. The proposed roadway and utility corridor may increase noise levels; however, limited receptors exist in the project area. The effects will be analyzed during the environmental review.

(f) The surface of the land, including vegetation, permafrost, soil, and soil stability

Approximately 57.5 acres would be disturbed for this project. Of this, approximately 17.0 acres has been previously disturbed, which primarily accounts for existing roadways. In addition, at least 3.1 acres of this area are proposed for temporary impacts, corresponding to the temporary construction staging area and the sewer line corridors.

Where possible, new disturbance areas are proposed adjacent to existing roadways or other areas of prior disturbance. Impacts to the soil, vegetation, and soil stability would be minimized through the implementation of best management practices, engineering controls, and revegetation as appropriate. Impacts will be analyzed in detail during the environmental review. No impacts to permafrost would occur.

18. Describe the probable effects that the proposed project will have on (a) populations of fish, plantlife, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.

(a) Populations of fish, plantlife, wildlife, and marine life, including threatened and endangered species

Direct and indirect effects to plants and wildlife may occur, including lost or degraded habitat and increased vehicle/animal encounters and collisions. A complete analysis of the potential for effects to biological resources will be conducted during the environmental review.

(b) Marine mammals, including hunting, capturing, collecting, or killing these animals

The proposed project would not affect marine animals.

19. State whether any hazardous material, as defined in this paragraph, will be used, produced, transported or stored on or within the right-of-way or any of the right-of-way facilities, or used in the construction, operation, maintenance or termination of the right-of-way or any of its facilities. "Hazardous material" means any substance, pollutant or contaminant that is listed as hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. 9601 et seq., and its regulations. The definition of hazardous substances under CERCLA includes any "hazardous waste" as defined in the Resource Conservation and Recovery Act of 1976 (RCRA), as amended, 42 U.S.C. 6901 et seq., and its regulations. The term hazardous materials also includes any nuclear or byproduct material as defined by the Atomic Energy Act of 1954, as amended, 42 U.S.C. 2011 et seq. The term does not include petroleum, including crude oil or any fraction thereof that is not otherwise specifically listed or designated as a hazardous substance under CERCLA Section 101(14), 42 U.S.C. 9601(14), nor does the term include natural gas.

Hazardous materials would not be produced or stored within the proposed corridor or related facilities. While not anticipated, hazardous materials that may be used during construction or transported by others would be in accordance with the Hazardous Materials Transportation Act and other applicable regulations.

20. Name all the Department(s)/Agency(ies) where this application is being filed.

US Department of Agriculture, Forest Service – Kaibab National Forest, Tusayan Ranger District

I HEREBY CERTIFY, That I am of legal age and authorized to do business in the State and that I have personally examined the information contained in the application and believe that the information submitted is correct to the best of my knowledge.

Signature of Applicant 	Date January 4, 2013
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Title 18, U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.