



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

COOS BAY DISTRICT OFFICE

1300 AIRPORT LANE, NORTH BEND, OR 97459

Web Address: <http://www.blm.gov/or/districts/coosbay> E-mail: [BLM\\_OR\\_CB\\_Mail@blm.gov](mailto:BLM_OR_CB_Mail@blm.gov)

Telephone: (541) 756-0100 Toll Free: (888) 809-0839 Fax: (541) 751-4303

### **In Reply Refer To:**

1792/8305 (ORC030)

DOI-BLM-OR-C030-2011-0006-EA

Bastendorff Beach Cooperative Management Plan Environmental Assessment for Route Designation and Camp Restriction.

***February 27, 2012***

Dear Concerned Citizen:

We have signed the Finding of No Significant Impact (FONSI) for the Bastendorff Beach Coordinated Management Plan Environmental Assessment (DOI-BLM-OR-C030-2011-0006 EA).

We have posted the signed FONSI on the District Internet site: <http://www.blm.gov/or/districts/coosbay/plans/index.php>.

Please direct questions to Coos Bay District BLM, 1300 Airport Lane, North Bend, OR. 97459, Attn: Nancy Zepf, or e-mail to [BLM\\_OR\\_CB\\_Mail@blm.gov](mailto:BLM_OR_CB_Mail@blm.gov), Attn: Nancy Zepf.

Sincerely,

*/s/ A. Dennis Turowski*

A. Dennis Turowski

Umpqua Field Manager



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

COOS BAY DISTRICT OFFICE

1300 AIRPORT LANE, NORTH BEND, OR 97459

Web Address: <http://www.blm.gov/or/districts/coosbay> E-mail: [BLM\\_OR\\_CB\\_Mail@blm.gov](mailto:BLM_OR_CB_Mail@blm.gov)

Telephone: (541) 756-0100 Toll Free: (888) 809-0839 Fax: (541) 751-4303

### In Reply Refer To:

1792/8305 (ORC030)

DOI-BLM-OR-C030-2011-0006-EA

## FINDING OF NO SIGNIFICANT IMPACT

For the

### **Bastendorff Beach Cooperative Management Plan Environmental Assessment DOI-BLM-OR-C030-2011-0006-EA**

#### **I. Introduction**

Bureau of Land Management (BLM) staff has prepared an Environmental Assessment (EA) to analyze the effects of designating a motorized vehicle route network within the Bastendorff Beach Cooperative Management Plan area. This document contains five alternatives: a no-action alternative; a maximum access alternative; a multiple access alternative; a draft plan proposed action alternative, and the final revised proposed action alternative. The proposed action analyzed in this EA is to designate a route network with a small parking site to provide access between the parking areas along the Bastendorff Beach Road and the edge of the ocean shore. Under all action alternatives, camping on BLM lands at Bastendorff Beach would be limited to a 24-hour period.

#### **II. Background**

This EA was developed under the management direction of the 1995 Coos Bay District Record of Decision and Resource Management Plan (1995 ROD/RMP). The analysis supporting this decision tiers to the *Final Coos Bay District Resource Management Plan/Environmental Impact Statement* (UDSI 1994). The 1995 Record of Decision is also supported by, and in conformance with, the *Final Supplemental Environmental Impact Statement (EIS) on Management of Habitat for Late-Successional and Old Growth Forest Related Species Within the Range of the Northern Spotted Owl (Northwest Forest Plan)* (USDA and USDI 1994) and its *Record of Decision* (USDA and USDI 1994a) as supplemented and amended.

The Coos Bay District initiated planning and design for this project to conform and be consistent with the Coos Bay District's 1995 RMP. Following the March 31, 2011 decision by the United States District Court for the District of Columbia in *Douglas Timber Operators et al., v. Salazar*, which vacated and remanded the administrative withdrawal of the Coos Bay District's 2008 ROD and RMP, we evaluated this project for consistency with both the 1995 RMP and the 2008 ROD and RMP. Based upon this review, we have determined that the proposed action is consistent with the Coos Bay District's 1995 RMP and the 2008 ROD and RMP.

#### **III. Finding of No Significant Impact**

In the EA, the effects analysis indicates that there would not be a significant impact on the quality of the human environment from the implementation of any of the alternatives. This finding and conclusion is based on my consideration of the Council of Environmental Quality's (CEQ) criteria for significance (40 CFR 1508.27), both with regard to context and intensity of the impacts described in the EA.

### **Context**

The 1995 Coos Bay District Resource Management Plan designated the area within the Bastendorff Beach Cooperative Management Plan area as limited to motorized vehicle use on designated roads and trails. The RMP anticipated the need to limit motorized vehicles to specified routes and identified some 326,000 acres in this category. This EA analyzes the effects of designating routes on 37 acres of BLM administered lands.

### **Intensity**

*Impacts that may be both beneficial and adverse* (40 CFR 1508.27 (b)(1))

Any impacts, both beneficial and adverse, are not significant as they are consistent with the range and scope of those effects analyzed in the 1994 Final Coos Bay District Resource Management Plan/Environmental Impact Statement to which the EA is tiered.

*Public Health and Safety* (40 CFR 1508.27(b)(2))

No aspect of the proposed action would have an effect on public health and may improve public safety by limiting where vehicles can drive in the foredune.

*Unique characteristics of the geographic area* (40 CFR 1508.27(b)(3))

There are no known parklands, prime or unique farmlands, Wild and Scenic Rivers, Areas of Critical Environmental concern, or wilderness values within the project area (EA p.8). The actions would not alter the current functionality of wetlands or floodplains (EA p. 28).

*Degree to which effects are likely to be highly controversial* (40 CFR 1508.27(b)(4))

The effects of the proposed activity are not highly controversial; limiting vehicle use to designated routes is a required component of the Bureau's planning process, as described in the Code of Federal Regulations, 43 CFR § 8342.2.

*Degree to which effects are highly uncertain or involve unique or unknown risks* (40 CFR 1508.27(b)(5))

The possible effects of the proposed action on the quality of the human environment are not highly uncertain and do not involve unique or unknown risk.

*Consideration of whether the action may establish a precedent for future actions with significant impacts* (40 CFR 1508.27(b)(6))

The proposed project does not establish a precedent for future actions or represent a decision in principle about future actions with potentially significant effects.

*Consideration of whether the action is related to other actions with cumulatively significant impacts* (40 CFR 1508.27(b)(7))

There are no cumulatively significant impacts identified by the environmental assessment.

*Scientific, cultural, or historical resources, including those listed in or eligible for listing in the National Register of Historic Places* (40 CFR 1508.27(b)(8))

There are no known districts, sites, highways, structures or objects listed in or potentially eligible for listing in the national Register of Historic Places within the project area. The activities associated with the proposed project would not be expected to result in the loss or destruction of the aforementioned resources if they were present (EA p.9).

*Threatened or endangered species and their critical habitat (40 CFR 1508.27(b)(9))*

There are no threatened or endangered species within the project area nor is there designated critical habitat (EA p.9).

*Any effects that threaten a violation of Federal, State, or local laws or requirements imposed for the protection of the environment (40 CFR 1508.27(b)(10))*

The proposed action would not violate Federal, State or local laws imposed for the protection of the environment. These include the Endangered Species Act (ESA) and the Clean Water Act. Analysis has also concluded that implementation of the proposed action will not change the likelihood of and need for listing of any Special Status Species under the ESA as identified in BLM Manual 6840 and BLM OR/WA 6840 policy.

This project complies with the Coastal Zone Management Act, as there would be no adverse effects to Coastal Zone resources from implementing this project because the EA did not identify any impacts to water quality.

**Conclusion**

Based on the information contained in the EA (DOI-BLM-OR-C030-2011-0006-EA ), and all other information available to me, I have determined that the proposed action would not have a significant impact on the human environment within the meaning of section 102(2)(c) of the National Environmental Policy Act of 1969, and that an Environmental Impact Statement is not required. I have determined that the effects of the proposed activities would be in conformance with the 1995 *Record of Decision/Resource Management Plan* for the Coos Bay District and the 2008 *Record of Decision/Resource Management Plan* for the Coos Bay District.

*/s/ A. Dennis Turowski*

*February 27, 2012*

---

A. Dennis Turowski  
Umpqua Field Manager

---

Date

**Environmental Assessment**  
**DOI-BLM-OR-C030-2011-0006-EA**  
**Bastendorff Beach Cooperative Management Plan**

Coos Bay District

Umpqua Field Office

February, 2012

## **Table of Contents**

<b>CHAPTER 1: PURPOSE AND NEED</b>	3
Introduction	3
Need for the Project	3
Purpose (Objectives) of the Project	4
Location	4
Figure 1. Location Map	4
Figure 2. Land Ownership Map	5
Conformance with Existing Land Use Plans	6
Documents Incorporated by Reference	6
Scoping and Public Involvement	6
Decision to be Made	6
<b>CHAPTER 2: ALTERNATIVES CONSIDERED</b>	7
Issues Analyzed	7
Issues Eliminated from Further Study	8
Alternatives Considered in this Analysis	8
Development of the Preferred Alternative	8
No Action Alternative & Map (Figure 3.)	9
Actions Common to all Action Alternatives	10
Alternative 1 Description & Map (Figure 4.)	11
Alternative 2 Description & Map (Figure 5.)	12
Alternative 3 Description & Map (Figure 6.)	13
Alternative 4 Description & Map (Figure 7.)	14
Alternative 5 Description & Map (Figure 8.)	15
<b>CHAPTER 3: AFFECTED ENVIRONMENT</b>	16
General Natural Resource Setting	16
Reasonably Foreseeable Actions	17
Cumulative Effects Considerations	17
<b>CHAPTER 4: ENVIRONMENTAL CONSEQUENCES</b>	18
Effects to Outdoor Recreation	18
Effects to Public Health and Safety	23
Effects to Adjacent Land	25
Effects to Wetlands	27
Effects to Nonnative, Invasive Species (Weeds)	27
List of Preparers and Plan Support Staff	29
Plan Consultation, Project Support and Development	29
References	29

# **CHAPTER 1: PURPOSE AND NEED**

## **Introduction**

To manage visitor use conflicts at Bastendorff Beach, the Bureau of Land Management (BLM), Oregon Parks and Recreation Department (OPRD) and Coos County Parks Department recently completed the Bastendorff Beach Cooperative Management Plan; (BBCMP) signed July 20, 2011. The cooperative management plan addressed recreation related issues at Bastendorff Beach such as long term camping, illegal dumping, sanitation, and the need for additional facilities, law enforcement and unauthorized motorized vehicle use.

The 1995 Coos Bay District Resource Management Plan and Record of Decision (RMP/ROD) limited motorized vehicle use within 98% of the Coos Bay District, including the area covered in the cooperative management plan, to designated routes and trails. Route designation was completed in 1995 for the North Spit of the Coos Bay Shorelands Special Recreation Management Area; however Bastendorff Beach was not addressed during that planning effort. This EA analyzes a range of alternatives for a designated route network for street-legal motorized vehicle access at Bastendorff Beach and Coos Head in an area allocated for limited vehicle use by the Coos Bay District Resource Management Plan (BLM, 1995). The cooperative management plan, this EA and the subsequent Record of Decision will serve as the official route designation process for all of the BLM public domain lands at Bastendorff Beach and Coos Head.

In addition, this EA analyzes the effects of limiting camping at the beach to a 24 hour period, a proposed action common to all of the action alternatives.

The planning area is located within the Matrix land use allocation. Several small wetlands are present in the vicinity. Riparian Reserve land use allocations are also present adjacent to the planning area and outside of the proposed travel routes, associated with some small isolated wetlands. Riparian Reserves land allocations generated by these water features are limited to the area of the “wetland to the outer edges of the riparian vegetation” (RMP p.12). As a result, none of the route designation alternatives in this EA involve Riparian Reserves.

## **Need for the Project**

The BLM lands at Bastendorff Beach are currently experiencing visitor use related problems. These problems include long term camping, vehicles driving on the beach, trash dumping, large bonfires, and unsanitary conditions. Many of these problems are exacerbated by to the lack of designated authorized OHV routes and long term residential camping. Complaints have been received by the BLM from the adjacent county park and from residents on the headland regarding trespass and burglary incidents that are believed to involve people residing on the public lands at Bastendorff Beach.

The Coos Bay RMP limits OHV use in this area to “designated roads and trails” and to date, authorized routes have not been formally designated in the Bastendorff Beach area. In the interim, the area remains open to motorized use on existing routes and trails. This has resulted in an interwoven network of redundant routes in a relatively small area. In the most heavily used 13 acre parcel there are 0.4 miles of route/acre. In addition to the proliferation of routes, a seasonal wetland in the foredune has also been impacted by repeated cross country vehicle activity which has stripped some of the area of vegetation.

## Purpose (Objectives) of the Project

A reasonable action alternative must meet the objectives provided in the RMP for any project to be implemented within the planning area. The RMP and applicable statutes specify the following objectives to be accomplished in managing the lands in the project area:

Manage off-highway vehicle use on BLM-administered lands to protect natural resources, provide visitor safety, and minimize conflicts among various users (p. 46).

Complete ongoing management plans for the New River and Coos Bay Shorelands SRMAs, and prepare project plans as needed (p. 49).

BLM policy also directs the agency to complete route designations within five years after the completion of an RMP, route management at Bastendorff Beach is long overdue.

## Location

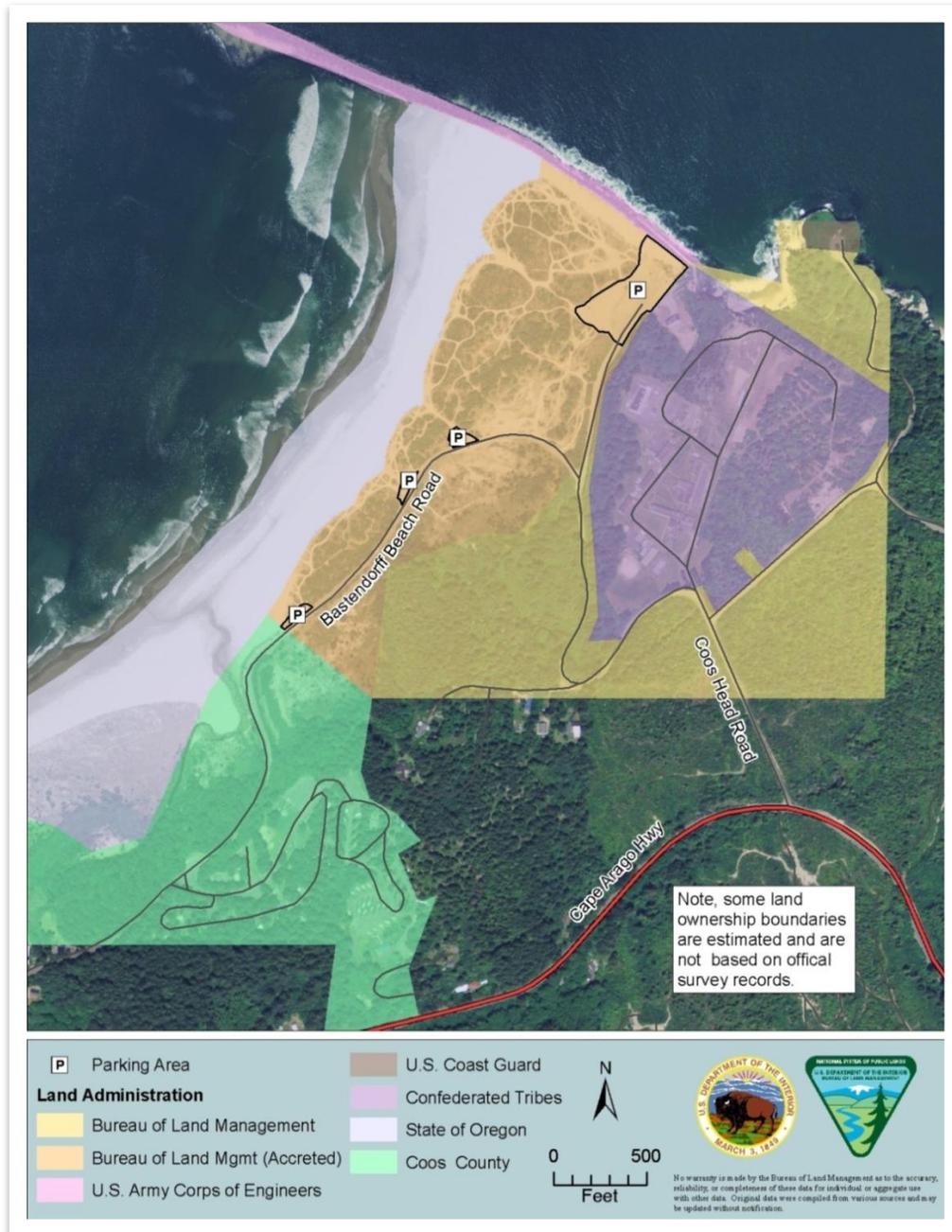
The planning area is located south of the entrance to the Coos Bay harbor and adjacent to the community of Charleston, Oregon. Coos Bay and North Bend are 10 miles northeast along U.S. Highway 101 and the beach is accessed via the Bastendorff Beach Road, ½ mile northwest of Cape Arago Highway. The beach can also be accessed by the Coos Head Road. The legal description for the planning area is T.26 S., R.14 W., Sec. 2 and 3, Willamette Meridian, in Coos County, Oregon.

The BLM administers a total of 111 acres of public domain lands in the Bastendorff Beach area. The area consists of an irregular U-shaped parcel of 59 acres on the headland at Coos Head and 52 acres below the cliffs along the foredune and beach. The foredune borders the Ocean Shore State Recreation Area, administered by the Oregon Parks and Recreation Department from the ocean to the mean high tide line and is closed to



**Figure 1. Location Map**

motorized vehicle use, except for a 200 ft. wide vehicle corridor adjacent to the jetty. The 37.12 acres in the foredune is where all of the off-road travel occurs within the planning area and is the primary focus of this route designation process. The rest of the planning area, 14.88 acres southeast of the Bastendorff Beach County Road, is behind a guardrail and does not have any motorized access routes. A hiking trail connecting Bastendorff Beach and the Community of Charleston is proposed for this area, however the exact route for the trail still needs to be determined and will be assessed in a later EA.



**Figure 2. Land Ownership Map**

## **Conformance with Existing Land Use Plans**

This EA was initiated under, is tiered to, and is in conformance with the *Coos Bay District Resource Management Plan/Final Environmental Impact Statement* (USDI 1994) and its *Record of Decision* (ROD/RMP) (USDI 1995a) as supplemented and amended. The Coos Bay District ROD/RMP is supported by and consistent with the *Final Supplemental Environmental Impact Statement (FSEIS) on Management of Habitat for Late Successional and Old Growth Forest Related Species Within the Range of the Northern Spotted Owl (Northwest Forest Plan)* (USDA and USDI 1994a) and its *Record of Decision* (USDA and USDI 1994b).

The Coos Bay District initiated planning and design for this project to conform and be consistent with the Coos Bay District's 1995 ROD/RMP. Following the March 31, 2011 decision by the United States District Court for the District of Columbia in *Douglas Timber Operators et al. v. Salazar*, which vacated and remanded the administrative withdrawal of the Coos Bay District's 2008 ROD and RMP, we evaluated this project for consistency with both the 1995 and the 2008 ROD and RMP. Based upon this review, the selected alternative contains some design features not mentioned specifically in the 2008 ROD and RMP. The 2008 ROD and RMP did not preclude use of these design features, and use of these design features is clearly consistent with the goals and objectives in the 2008 ROD and RMP. Accordingly, this project is consistent with the Coos Bay District's 1995 and 2008 ROD/RMP.

### **Documents Incorporated by Reference:**

The following documents were used to assist in the analysis of this project and are referenced within the environmental assessment:

*Coos Bay Shorelands Final Management Plan*, USDI BLM 1995.

*Bastendorff Beach Cooperative Management Plan*, USDI BLM 2011.

### **Scoping and Public Involvement**

Public scoping for the cooperative management plan started with a public meeting and a 30 day scoping period in the spring of 2010. Comments received during this period highlighted public concerns about a lack of law enforcement; unclear rules; the lack of facilities and maintenance; unmanaged off-highway vehicle use; long term residential camping; dogs off-leash and the need for management agencies to work better together. The public also identified the desire to be able to continue to park close to the beach to unload recreation equipment, reduce vehicle burglaries and provide access for people with disabilities.

Based on the information received in scoping, the BLM developed a set of route designation criteria to guide the analysis of the range of alternatives and to assist in the selection of a preferred alternative. (Refer to the Bastendorff Beach Cooperative Management Plan pgs. 21-23 for a list of the route designation criteria.)

### **Decision to be Made**

The field manager for the Umpqua Field Office of the Coos Bay District will decide which motorized vehicle access network alternative best meets the criteria identified in the Bastendorff Beach Cooperative Management Plan (See Appendix D, pages 44 – 54).

The field manager will also determine if the selected alternative would or would not be a major federal action that would significantly affect the quality of the human environment. If the manager decides it would not significantly affect the quality of the human environment, then the manager can prepare and sign a Finding of No Significant Impact (FONSI). If the manager determines that the selected alternative would significantly affect the quality of the environment, then the project will either be dropped, modified or an Environmental Impact Statement (EIS) and Record of Decision (ROD) will be prepared before the project proceeds.

## **CHAPTER 2: ALTERNATIVES CONSIDERED**

### **Issues Analyzed**

#### **1) Potential Effects on Outdoor Recreation**

The designation of a limited motorized vehicle network and a reduced camping stay limit at Bastendorff Beach has the potential to substantially alter some outdoor recreation use patterns on this small parcel of public land. While the majority of these changes are believed to be beneficial, there is the potential to have what could be perceived as negative influences on some of the current public uses that occur in the foredune. The designation of routes will reduce the number of routes available for street-legal motorized vehicle access and recreation at the beach and completely eliminate the opportunity for non street-legal vehicles (ATVs) in the foredune.

#### **2) Potential Effects on Public Health and Safety**

The designation of a limited motorized vehicle access network and a reduced camping stay limit at Bastendorff Beach has the potential to improve public health and safety at the beach, some alternatives more so than others.

### **3) Potential Effects on Adjacent Land**

The designation of a limited motorized vehicle access network at Bastendorff Beach has the potential to reduce the vehicle trespass on OPRD's Ocean Shore State Recreation Area, some alternatives more so than others. The camping restriction common to all of the action alternatives is likely to reduce some of the current conflicts associated with long-term residential camping and adjacent private land owners, however it may also lead to the displacement of these camps to other areas in the county.

### **4) Potential Effects on Wetlands**

The designated routes identified in all of the action alternatives are located away from the seasonal wetland in the foredune. This action effectively will make this area closed to motorized vehicle use under all action alternatives and over time has the potential to reduce and passively restore the effects of past motorized use to the seasonal wetland .

### **5) Potential Effects on Nonnative, Invasive Species**

All of the action alternatives, when fully implemented have the potential to reduce the spread of nonnative and invasive plant species in the foredune as a result of vehicle access. The level of reduction will depend upon on the level of access provided in each alternative.

## **Issues Eliminated from Further Study**

The following resources are either not present on site or would not be affected by the route designation actions or the camping restriction covered in this EA:

Fisheries: The lands affected by this proposed action do not contain any intermittent or perennial fish bearing streams and are above the mean high tide line.

Cultural Resources: The area affected by the route network designations analyzed in this EA was formed by accreted sand deposits that resulted from the South Jetty and is not known to contain cultural resources.

Threatened & Endangered Species: No threatened or endangered species are known to occupy the lands analyzed in this EA. Snowy plovers nest on the open sand of the North Spit across the bay and Stellar sea lions use the off-shore rocks south of the planning area. It is reasonable to assume that on rare occasions snowy plovers may fly across and land on the open sand beach and Stellar sea lions may haul out for brief periods adjacent to the planning area. However, there are no records of either of these species occupying the area covered by this EA.

Farmlands, Prime or Unique Flood Plains: The area analyzed in this EA is primarily coastal beach and does not contain farmlands nor is it a part of a flood plain.

Wild and Scenic Rivers: Coos Bay has not been designated as a Wild and Scenic River and has not been found eligible or suitable for this designation.

## **Alternatives Considered in this Analysis**

This EA analyzes a no action alternative, a proposed action, and several other alternatives. For an action alternative to be considered it must meet the purpose and need while remaining consistent with existing land use plan decisions and statutory and regulatory requirements. The alternatives developed are consistent with the RMP and satisfy the purpose and need of implementing the RMP.

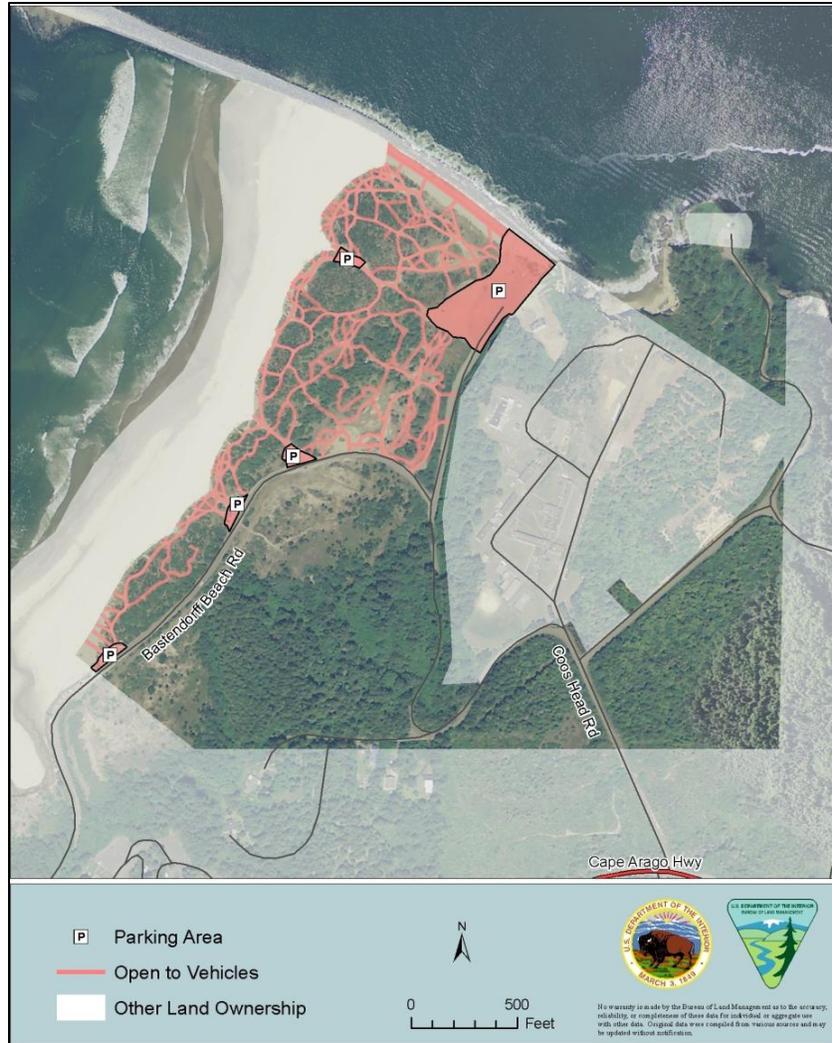
## **Development of the Proposed Action**

Based on the comments received in scoping, the BLM developed, in consultation with the OPRD and Coos County, a Draft Bastendorff Beach Cooperative Management Plan. The draft plan was released for a 30 day public comment period on February 14, 2011. A second public meeting was held on March 2, 2011 to provide an opportunity for the public to ask questions and comment on the draft. Over 70 comments were received during the entire planning process for the cooperative management plan.

Some comments favored reducing the number of routes in the planning area, however many people also voiced concerns about the need to provide more access than what the BLM was proposing in the draft. This public input was used to develop a new revised network which has been added to the range of alternatives in the final plan and is analyzed in this EA as Alternative 5, the Proposed Action.

## **No Action Alternative**

In the Coos Bay Shorelands SRMA Plan in 1995, no routes were designated for motorized vehicle use in the foredune at Bastendorff Beach. A network of 4.91 miles of use trails have developed over the years on the 37 acres of foredune primarily used by OHVs. The No Action Alternative would leave all of these existing use routes available for motorized vehicle use. In addition, the current 14 day camping limit would remain in place under the No Action Alternative.



**Figure 3. No Action Alternative Map**

**Actions Common to all Action Alternatives:**

The cooperative management plan proposed that camping on public land at Bastendorff Beach be reduced from a 14 day camping limit to a 24 hour camping period. This new rule, common to all alternatives, would enable the BLM and the Coos County Sheriff’s Department the ability to better manage the problem of long-term/residential camping at the beach. This common practice has resulted in numerous conflicts such as trash dumping, discharge of sewage, brush fires from unattended fires, abandoned vehicles, panhandling and high rates of criminal activity. The inability to manage residential camping also presents problems for adjacent land owners who have been affected by trespass onto their private property from campers living at the beach. Moving from a 14 day camping limit to a single day within any two week period would make the enforcement of camping restrictions more manageable and reduce many of the problems associated with residential camping.

There are several actions related to the designation of routes at Bastendorff Beach that are common to all of the action alternatives. Individual routes that are closed to motorized vehicle use would be signed as closed routes and/or blocked using materials such as logs or brush. In larger areas where vehicles would be confined, such as within parking lots or along the edge of the county road, the area may be delineated with log barriers, bollards, or guard-rail like structures. Under all action alternatives, vehicle access on the routes designated as open would be limited to street-legal vehicles only to be compatible with the state’s Ocean Shore State Recreation Area rules on the beach. The access network, ranging from 0.13 to 1.64 miles in length, would not be open to non-licensed motor vehicles such as ATVs.

**Alternative 1** (Single Access Route Adjacent to the Jetty)

This alternative provides a single route to the ocean shore along the south jetty. County roads and parking areas would not be affected, however all other routes in the foredune would be closed under this alternative. Alternative 1 provides 0.13 miles of motorized vehicle access in the foredune. (See pages 44 & 45 in the Bastendorff Beach Cooperative Management Plan). This alternative would change the camping limit from 14 days within any 28 day period to a 24 hour camping limit every 14 days.



**Figure 4. Alternative 1 Map**

**Alternative 2 (Maximum Access Alternative)**

This alternative provides more routes for motorized vehicle access in the foredune than any of the other action alternatives. Alternative 2 would designate a network of 1.64 miles of open vehicle routes between the county road and the ocean shore. (See pages 46 & 47 in the Bastendorff Beach Cooperative Management Plan). This alternative would change the camping limit from 14 days within any 28 day period to a 24 hour camping limit every 14 days.



**Figure 5. Alternative 2 Map**

### Alternative 3 (Multiple Access Routes)

This alternative provides five motorized access corridors from each of the parking lots to the edge of the ocean shore. Alternative 3 provides 0.37 miles of motorized access routes. (See pages 48 & 49 in the Bastendorff Beach Cooperative Management Plan). This alternative would change the camping limit from 14 days within any 28 day period to a 24 hour camping limit every 14 days.



**Figure 6. Alternative 3 Map**

**Alternative 4 (Draft Plan - Agency Recommended Network)**

This alternative was the network proposed by the BLM in the Draft BBCMP. The proposed network allowed for access to a popular parking spot next to the ocean shore in addition to the access corridor next to the jetty. Alternative 4 provides 0.20 miles of vehicle access routes in the foredune. (See pages 50 & 51 in the Bastendorff Beach Cooperative Management Plan). This alternative would change the camping limit from 14 days within any 28 day period to a 24 hour camping limit every 14 days.



**Figure 7. Alternative 4 Map**

**Alternative 5** (Preferred Alternative – Revised Route Network)

This alternative incorporated the comments received from the public during the draft plan review. The network provides access to the beach from three of the four parking areas and provides a foredune route along the beach connecting the parking lots. Alternative 5 provides 0.65 miles of motorized vehicle access in the foredune. (See pages 52 & 53 in the Bastendorff Beach Cooperative Management Plan). This alternative would change the camping limit from 14 days within any 28 day period to a 24 hour camping limit every 14 days.



**Figure 8. Alternative 5 Map**

## **CHAPTER 3: AFFECTED ENVIRONMENT**

This chapter describes the resources which stand to be affected by the proposed action, including those which form the key issues, and the effects of implementation. The description of the current conditions inherently includes and represents the cumulative effects of past and current land management activities undertaken by the BLM and private entities.

### General Natural Resource Setting:

The area primarily affected by the proposed action is 37.12 acres in size and is composed of accreted sand from the jetty and forms the foredune between the beach and the county road. The area ranges from 5 to 15 feet above sea level and is relatively flat with small vegetated hillocks and dunes throughout. Parts of the foredune are flooded during the winter months due to heavy rainfall and some small seasonal wetlands form during this time. The remaining accreted area (14.88 acres) is physically blocked by a guardrail and is essentially closed to motorized vehicle use along the east side of the county road.

This parcel, while relatively small in acreage, includes 3000' of sand beach; dune grass and shore pine covered foredunes; seasonal marshlands and sphagnum bogs; rocky headlands and isolated coves; and dense upland forests of Sitka spruce, red alder, western red cedar and Pacific rhododendron. The U.S. Fish and Wildlife Service's National Wetland Inventory identifies two pockets of wetlands on the east side of the county road with freshwater emergent and forested/shrub vegetation and a small less than ½ acre wetland with freshwater emergent vegetation on the west side of the road in the foredune.

The State and county listed noxious weeds such as Scotch broom and European beach grass are common throughout the sandy beachfront. In 2011, youth corps crews began the process of removing Scotch broom in the foredune, however extensive work still needs to be done.

There are no known Threatened or Endangered species, BLM special status species, or sensitive plant sites present in the planning area.

An extensive resource inventory has not been completed for these public lands; however it is known that the diverse habitats in the planning unit support a rich and complex community of resident and migratory wildlife species. These include a wide variety of migratory songbirds, raptors and shorebirds that use the beach, foredune and headland. During severe winter storms, seabirds often come ashore, using the open sandy beach to roost. Special status species that may occasionally use the ocean shore for foraging include bald eagle, Aleutian goose, peregrine falcon, harlequin duck and snowy plovers. None of these species are known to nest within the planning area.

Mammals such as black-tailed deer, raccoons, porcupine, brush rabbit, red fox and a wide variety of rodents and bats are regular residents. Harbor seals and California and Stellar sea lions occasionally haul out on the beach, but rarely venture above the mean high tide land or beyond into the area covered by

proposed action. There are no known Threatened or Endangered species, BLM special status species, or sensitive wildlife permanent or seasonal occupation sites present in the planning area.

The South jetty construction tunnel through the headland is the only known cultural resource on BLM-managed land in the planning area. The tunnel is outside of the route designation area.

The beach and foredune are used for a wide variety of ocean shore recreation activities including walking, dog exercising, picnicking, social gatherings, staging for ocean activities, camping and kite flying. The ocean off of Bastendorff Beach is popular for activities such as surfing, wading, boogie boarding and jetty fishing.

The area receives around 50,000 visitors each year mostly from the Charleston/Coos Bay/North Bend area; however the number of people visiting from outside the local area is increasing as the beach becomes better known.

#### **Reasonably Foreseeable Actions:**

Annual recurring activities such as maintenance of the existing restroom facilities and parking areas, the control of noxious weeds and law enforcement are likely to continue to occur within the project area. It is reasonably foreseeable that a segment of the Oregon Coast Trail connecting the beach with the Oregon State University property to the northeast will be constructed after additional planning and environmental analysis.

The implementation of the camping restriction regulation would lead to the displacement of people who are using the BLM land for residential occupancy to other locations in the county. It is expected that the level of public recreational use at the beach would continue and likely increase as the recreation setting improves due to better security and sanitation.

#### **Cumulative Effects Considerations:**

The Council on Environmental Quality (CEQ) provided guidance on June 24, 2005 as to the extent to which agencies of the Federal government are required to analyze the environmental effects of past actions when describing the cumulative environmental effect of a proposed action in accordance with Section 102 of the National Environmental Policy Act (NEPA). CEQ noted the “environmental analysis required under NEPA is forward-looking,” and “review of past actions is only required to the extent that this review informs agency decision making regarding the proposed action.” This is because a description of the current state of the environment inherently includes effects of past actions. Guidance further states that “generally, agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effect of past actions without delving into the historic details of individual past actions.” The information on individual past actions is merely subjective, and would not be an

acceptable scientific method to illuminate or predict the direct or indirect effects of the action alternative. The basis for predicting the direct and indirect effects of the action alternative should be based on generally accepted scientific methods such as empirical research.

The cumulative effects of this project upon the environment did not identify any need to exhaustively list individual past actions in order to complete an analysis which would be useful for illuminating or predicting the effects of the proposed action.

## **CHAPTER 4: ENVIRONMENTAL CONSEQUENCES**

### **Direct and Indirect Effects**

This section describes environmental effects that may occur if the no-action or the action alternatives are implemented. This information provides an analytic basis for comparing alternatives. All effects are discussed in terms of environmental changes from the current situation.

### **Effects to Outdoor Recreation:**

#### **No Action Alternative**

The No Action Alternative allows for motorized vehicle use on 4.91 miles (100 %) of the existing routes within the foredune and would also leave in place the current 14 day camping limit. Designating all available routes open would not meet 6 of the 7 selection criteria identified in the Bastendorff Beach Cooperative Management Plan (pages 22-23) and would also not be consistent with the Coos Bay District's Resource Management Plan or the Coos Bay Shorelands SRMA Plan which requires the area be managed as an OHV area limited to designated routes and trails.

The No Action Alternative provides for a motorized recreation setting comparable to an OHV "open" area where motorized use is permitted to occur virtually anywhere, unlike a "limited" area where vehicle use primarily serves as a means to access recreation sites and opportunities. This high density of routes (84.7 miles of route/square mile) would be desirable to some current beach users who enjoy the unlimited and unmanaged motorized access opportunities currently available and would provide the greatest level of access for visitors with disabilities. However, some visitors who walk or ride horses across the foredune to the beach would continue to find this high level of motorized access undesirable. This unmanaged network of motorized vehicle routes would also lead to the further development of new parallel routes and increase the size and number of bare areas that are being used for off-road vehicle play activities.

Retaining the 14 day camping limit would benefit visitors who enjoy camping at the beach for up to two weeks at a time, however the social problems associated with long-term residential camping would continue. The setting created by this lack of management has fostered a high level of criminal activity as well as vehicle abandonment and trash and sewage dumping problems. In addition, the general unmanaged appearance and sense of intimidation created by these residential camps would continue to discourage people from using large sections of the foredune.

**Alternative 1.** (Single Access Route)

This alternative designates a single route from the jetty parking lot to the beach. Alternative 1 provides for the least amount of motorized vehicle access in the foredune compared to the other action alternatives. Under Alternative 1 all other routes in the foredune between the county road and the beach would be closed to motorized vehicles leaving 0.13 miles available for vehicle access. This alternative meets all but one of the route designation criteria identified in the cooperative management plan (page 45).

Visitors who enjoy using their motorized vehicles to access the beach would find Alternative 1 greatly diminishes their opportunity to continue to use their street-legal and state permitted OHVs at Bastendorff Beach. This alternative is compatible with the OPRD's rules for the Ocean Shore State Recreation Area by providing for a motorized access corridor to the ocean shore for boat launching or general beach access. This option does not however, provide for the level of access requested by some members of the public who participated in the scoping for the cooperative management plan, especially those ocean users who would like to be able to park closer to the beach to unload equipment or keep watch over their vehicles to prevent break-ins. Compared to the Maximum Access Network, Alternative 1 would provide 92% fewer routes in the foredune. This alternative would be desirable to some current beach users who prefer to have motorized vehicles confined to the existing parking lots and are seeking a less motorized foredune setting (2.2 miles of route/square mile) for walking and equestrian use.

Visitors who enjoy being able to camp for free for up to two weeks at a time would find the 24 hour camping limit restrictive. Those looking to camp for longer periods of time in the Bastendorff Beach area would have to use the Bastendorff County Campground, the private campground at the south end of the beach, or Sunset Bay State Park. These campgrounds provide over 250 campsites within 1 ½ miles of the beach. Conflicts associated with the residential camping problem at the beach, such as trash dumping and sanitation issues, would be reduced under all action alternatives and would contribute to improving the quality of the recreation experience for most visitors. The BLM would also realize cost savings through the reduced need for law enforcement patrols and the removal of trash and abandoned vehicles.

**Alternative 2.** (Maximum Access)

This alternative would provide the highest level of motorized vehicle access in the foredune of all the action alternatives. Alternative 2 would reduce motorized access to 1.67 miles and would meet 2 of the 7 route designation criteria identified in the cooperative management plan (page 47) - specifically the

criteria for meeting many of the needs of traditional motorized vehicle users at the beach and providing a motorized access corridor along the edge of the jetty.

Visitors who enjoy using their motorized vehicles to access the beach would find this alternative only slightly diminishes their access opportunities at Bastendorff Beach over the current situation. Alternative 2 is compatible with the rules for the Ocean Shore State Recreation Area by providing for a motorized access corridor to the ocean shore adjacent to the jetty and provides ample opportunity for users to park closer to the ocean shore by providing access points along the entire length of the beach. This option provides three parallel routes running north to south in the foredune. However, this alternative exceeds the amount and degree of access generally requested by the public during scoping and the draft planning process by retaining multiple route options going to the same destinations. The Maximum Access Alternative would be less desirable for beach users who want to minimize the presence of vehicles in the foredune and on the beach, preferring that motorized vehicles be confined to a smaller network of routes. This alternative would reduce the potential for conflict between motorized and nonmotorized vehicle users more than under the No Action Alternative (from a route density of 84.7 miles to 28.3 miles of route/square mile), but continues to place motorized vehicles on all of the access corridors used by pedestrians between the county road and the ocean shore.

The effects to visitors of the change in camping duration from the current 14 days (within any 28 day period) to 24 hours (within any 14 day period) would be the same as analyzed under Alternative 1.

### **Alternative 3. (Multiple Access Routes)**

Alternative 3 would provide for the third highest level of motorized vehicle access of all the action alternatives by designating 0.38 miles of open route within the foredune and meets 3 of the 7 route designation criteria in the cooperative management plan (page 49) – specifically the criteria for meeting the needs of traditional motorized vehicle users at the beach; providing a motorized access corridor along the edge of the jetty; and minimizing impacts to seasonal wetlands in the foredune.

Visitors who enjoy using motorized vehicles to access the beach would find this alternative diminishes this opportunity more than Alternatives 2 and 5, especially for those who want an off-road connecting trail along the edge of the beach. Similar to all of the action alternatives, Alternative 3 is compatible with the rules for the Ocean Shore State Recreation Area by providing for a motorized access corridor to the ocean shore adjacent to the jetty. Alternative 3 provides an opportunity for visitors who would like to park closer to the ocean shore by providing five motorized access corridors to the edge of the beach. This option does not provide any routes linking the access corridors together, except for the paved county road, thereby reducing the opportunity to explore the length of the foredune with a vehicle. Compared to the Maximum Access Network, Alternative 3 would provide 77% fewer routes in the foredune. This alternative provides for some of the access needs requested by the public during scoping and the draft planning process by retaining open routes from each of the parking lots to the ocean shore.

The Multiple Access Alternative would be less desirable for beach users who prefer to have motorized vehicles confined to the parking areas to minimize the presence of vehicles in the foredune and on the

beach. This alternative would reduce the potential for conflict between motorized and nonmotorized vehicle users slightly more than under the Maximum Access Alternative (from 28.3 to 6.4 miles of route/square mile), but this option continues to place motorized vehicles on all of the access corridors between the county road and the ocean shore.

The effects to visitors of the change in camping duration from the current 14 days (within any 28 day period) to 24 hours (within any 14 day period) would be the same as analyzed under Alternative 1.

**Alternative 4.** (Draft Plan Proposal)

Alternative 4 was the agency proposed access network in the Draft Bastendorff Beach Cooperative Management Plan. This alternative would provide 0.20 miles of open route within the foredune and would meet 6 of the 7 route designation criteria identified in the cooperative management plan (page 51). This alternative does not meet the needs of traditional motorized vehicle users at the beach. This was reflected by comments received during the public review period for the draft plan, when the public expressed concerns about the loss of parallel beach access. In addition, public comments pointed out that one of the two proposed access routes in this alternative is frequently flooded during the winter months.

Visitors who enjoy using their motorized vehicles to access the beach would find this alternative lessens their opportunity more than under Alternatives 2 and 3, especially for those who want an off-road connecting trail along the edge of the beach. Alternative 4 is compatible with the rules for the Ocean Shore State Recreation Area by providing for a motorized access corridor to the ocean shore adjacent to the jetty. This alternative provides the opportunity for those users who would like to be able to park closer to the ocean shore by providing two access corridors to the beach. Compared to the Maximum Access Network (Alt. 2), Alternative 4 would provide 88% fewer routes in the foredune. However, this option does not provide any routes linking the access corridors together, except for the paved county road, thereby reducing the opportunity to explore the length of the foredune with a vehicle. Alternative 4 also provides three access corridors that would not be open to motorized vehicles, thereby segregating motorized and non-motorized access.

The Draft Plan Alternative would be preferred by beach users who want motorized vehicles confined to the parking areas to minimize the presence of vehicles in the foredune and on the beach (3.4 miles of route/square mile). Alternative 4 would reduce the potential for conflict between motorized and nonmotorized vehicle users more than all of the action alternatives, except for Alternative 1.

The effects to visitors of the change in camping duration from the current 14 days (within any 28 day period) to 24 hours (within any 14 day period) would be the same as analyzed under Alternative 1.

**Alternative 5.** (Final Revised Proposed Action)

This alternative was developed based on public input received during the draft plan public review period. At the draft plan public meeting, a strong interest was expressed by many present for a

foredune connection route between the parking areas. This alternative provides a connecting route between three of the five access corridors and an alternative route to the beach that would be free of winter flooding. This option meets 6 of the 7 route designation criteria identified in the cooperative management plan (page 53). Alternative 5 would provide more motorized vehicle access than Alternatives 1, 3 and 4 by designating 0.65 miles of open route within the foredune. Compared to the Maximum Access Network (Alt. 2), Alternative 5 provides 61% fewer routes and when compared to the Minimum Access Network (Alt. 1), it provides 80% more miles of open route.

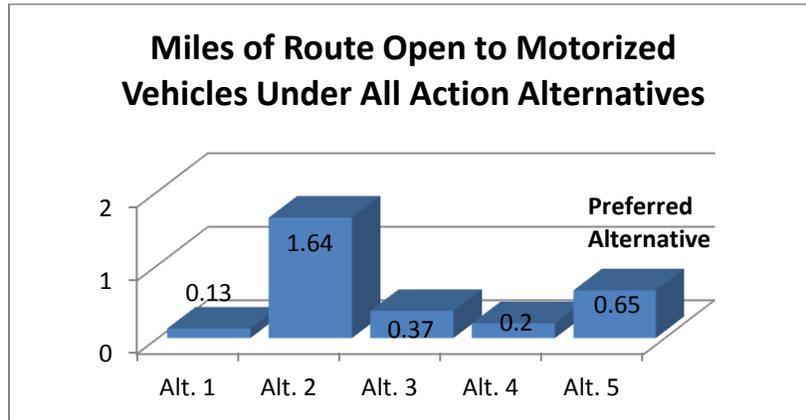
Visitors who enjoy using their motorized vehicles to access the beach would find this alternative lessens their opportunity at Bastendorff Beach more than the No Action and Alternative 2, but provides more options than Alternatives 1, 3 and 4. The addition of an off-road connecting trail along the edge of the beach would meet the needs of most visitors who use their vehicles to enhance their beach access. Most of the redundant routes in the interior of the foredune do not serve an essential beach access function, but rather are primarily used for OHV play and long-term camping access purposes. Alternative 5 is compatible with the rules for the Ocean Shore State Recreation Area by providing for a motorized access corridor to the ocean shore adjacent to the jetty and provides the opportunity for parking closer to the ocean shore at three of the five parking lots. This alternative provides a level of route access density of 11.2 miles of route/square mile. It also provides two access corridors that would not be open to motorized vehicles, thereby segregating some of the motorized and non-motorized access. Alternative 5 would reduce the potential for conflict between motorized and nonmotorized vehicle users more than all of the action alternatives except Alternatives 1 and 4.

The effects to visitors of the change in camping duration from the current 14 days (within any 28 day period) to 24 hours (within any 14 day period) would be the same as analyzed under Alternative 1.

**Figure 9. Comparison of Miles of Route for Each Alternative**

<b>Alternative</b>	<b>Miles of Route Open to Motorized Vehicles</b>	<b>Density of Route Miles/Square Mile</b>
<b>No Action Alt.</b>	4.91	84.7
<b>Alt. 1</b>	0.13	2.2
<b>Alt. 2</b>	1.64	28.3
<b>Alt. 3</b>	0.37	6.4
<b>Alt. 4</b>	0.20	3.4
<b>Alt. 5 Preferred Alt.</b>	0.65	11.2

**Figure 10. Chart Showing Miles of Open Route Under All Action Alternatives**



**Effects to Public Health and Safety:**

**No Action Alternative**

The current situation of unrestricted vehicle access creates a hazardous condition for pedestrians and horseback riders on some of the trails in the foredune due to blind turns and the speeds vehicles need to reach to move through dry sand. Most of the problems associated with this extensive network of unmanaged trails; such as long-term camping, sanitation concerns and trash dumping; would continue due to the difficulty of adequately patrolling all of the trails on a regular basis.

Retaining the 14 day camping limit along with an extensive trail network will continue to contribute to the residential camping problem at Bastendorff Beach. Many of these problems present public health and safety concerns, especially the high level of criminal activity associated with these homeless camps; shallow latrines and sewage dumping on the surface of the ground; trash dumping and littering; and unattended fires that pose the threat of wildfire.

**Alternative 1. (Single Access Route)**

Alternative 1 would reduce conflicts between motorized and nonmotorized vehicle users in the foredune more than any other alternative and would provide for the safest setting for walkers and equestrians. Problems associated with the current network of unmanaged trails; such as long-term camping, sanitation concerns and trash dumping; would be reduced the most under this option because vehicular traffic would be limited to a single route and the ease with which the area could be patrolled and monitored.

Public health and safety problems associated with long-term camping would be reduced under all of the action alternatives. This alternative would be expected to decrease the incidence of crime at the beach, cut the risk of wildfires in the urban interface, as well as, reduce trash and sewage dumping.

**Alternative 2.** (Maximum Access)

Problems associated with the current spider web of unmanaged trails; such as long-term camping, sanitation concerns and trash dumping; would continue in a manner and degree similar to the No-Action Alternative because of the difficulty of patrolling this extensive network of trails. Dense vegetation combined with the large number of routes would maintain a setting where people could continue these activities in the foredune with relative seclusion. Alternative 2 would reduce conflicts between motorized and nonmotorized vehicle users in the foredune more than the No Action but less so than all of the other action alternatives. Of the action alternatives, the maximum access alternative would provide the least safe setting for walkers because all of the current access corridors to the beach would remain open to motorized vehicle traffic.

The problems associated with long-term camping and its effects on public health and safety would be the same as analyzed under Alternative 1.

**Alternative 3.** (Multiple Access Routes)

Problems associated with the current network of unmanaged trails; such as long-term camping, sanitation concerns and trash dumping; would be less under this alternative than under the No Action and Alternative 2 because vehicles would be limited to seven designated routes, four of which are less than several hundred feet in length. Walking on the routes running parallel to the beach would be safer under this option than under Alternatives 2 and 4 and the No Action, because these routes would no longer be available to motorized vehicles.

The problems associated with long-term camping and its effects on public health and safety would be the same as analyzed under Alternative 1.

**Alternative 4.** (Draft Plan Proposal)

Problems associated with the current network of unmanaged trails; such as long-term camping, sanitation concerns and trash dumping; would be reduced under this alternative because only two routes would be directly accessible to vehicles. Walking on the routes running parallel to the beach and on three of the beach access corridors would be safer under this alternative than under Alternative 2 and the No Action because these routes would no longer be available to motorized vehicles.

The problems associated with long-term camping and its effects on public health and safety would be the same as analyzed under Alternative 1.

**Alternative 5.** (Final Revised Proposed Action)

Problems associated with the current network of unmanaged trails; such as long-term camping, sanitation concerns and trash dumping, would be reduced under this alternative because of the limited number of locations in the foredune that would be accessible to vehicles. Walking on most of the routes in the foredune, except the route along the edge of the beach and on two of the beach access corridors,

would be safer (more than Alternatives 2 and 3 and the No Action) because most of these routes would no longer be available to motorized vehicles.

The problems associated with long-term camping and its effects on public health and safety would be the same as analyzed under Alternative 1.

## **Effects to Adjacent Land:**

### **No Action Alternative**

The Ocean Shore State Recreation Area is closed to entry by motorized vehicles except for a 200 ft. wide access corridor adjacent to the jetty. Enforcement of this regulation to prevent vehicle trespass would continue to be difficult for the OPRD under the No Action Alternative. There are currently at least 58 distinct access points for potential motorized vehicle incursion along this 3,000 ft. stretch of beach. The No Action does not adequately meet the route selection criteria aimed at reducing vehicle use on the OPRD managed section of the ocean shore. Private and county lands would not be directly affected by this alternative; however the inability to manage residential camping at the beach presents indirect impacts for adjacent land owners who are affected by trespass onto their private property from individuals living at Bastendorff Beach.

### **Alternative 1. (Single Access Route)**

Alternative 1 provides for one direct access point to the Ocean Shore State Recreation Area. This alternative would have the greatest potential to reduce vehicle trespass onto the ocean shore through the elimination of 57 vehicle access points to the beach.

Private and county lands would not be directly affected by Alternative 1; however a reduction in residential camping at the beach may present indirect effects for adjacent land owners. All of the action alternatives will likely lead to a reduction in trespass onto private property by individuals living at Bastendorff Beach, but may also lead to the displacement of this problem to other locations in the county.

### **Alternative 2. (Maximum Access)**

Alternative 2 provides for essentially the same number of direct motorized vehicle access points to the Ocean Shore State Recreation Area as the No Action Alternative. Alternative 2 has the least potential of all the action alternatives to reduce vehicle trespass onto the ocean shore.

Private and county lands would not be directly affected by Alternative 2; however a reduction in residential camping at the beach may present indirect effects for adjacent land owners. All of the action alternatives will likely lead to a reduction in trespass onto private property by homeless residents living

at Bastendorff Beach, but may also lead to the displacement of this problem to other locations in the county.

**Alternative 3.** (Multiple Access Routes)

Alternative 3 provides for five direct motorized vehicle access corridors to the edge of the Ocean Shore State Recreation Area. Only Alternative 1 would provide fewer opportunities for motorized vehicle access onto the OPRD administered beach. The lack of a connecting route between the access corridors along the beach would reduce the opportunity for vehicle trespass and would improve the OPRD's ability to enforce the ocean shore closure.

Private and county lands would not be directly affected by Alternative 3; however a reduction in residential camping at the beach may present indirect effects for adjacent land owners. All of the action alternatives will likely lead to a reduction in trespass onto private property from homeless residents living at Bastendorff Beach, but may also lead to the displacement of this problem to other locations in the county.

**Alternative 4.** (Draft Plan Proposal)

This alternative provides for two direct motorized vehicle access corridors to the Ocean Shore State Recreation Area. Only Alternative 1 would provide fewer opportunities to access the beach directly with a motorized vehicle and the lack of a connecting route between the two access corridors reduces the opportunity for vehicle trespass onto the ocean shore and would improve the agency's ability to enforce this closure.

Private and county lands would not be directly affected by Alternative 4; however a reduction in residential camping at the beach may present indirect effects for adjacent land owners. All of the action alternatives will likely lead to a reduction in trespass onto private property from homeless residents living at Bastendorff Beach, but may also lead to the displacement of this problem to other locations in the county.

**Alternative 5.** (Final Revised Proposed Action)

Alternative 5 provides for three direct motorized vehicle access corridors to the Ocean Shore State Recreation Area and a parallel route running along the edge of the beach. The potential for trespass from the parallel route onto the beach would be greater under this option than under Alternatives 1, 3 or 4. However, vehicle trespass onto the beach may be reduced under this alternative by the designated parallel route running along the edge of the ocean shore which provides a means for authorized access from one point to another along the length of the beach.

Private and county lands would not be directly affected by Alternative 5; however a reduction in residential camping at the beach may present indirect effects for adjacent land owners. All of the action alternatives will likely lead to a reduction in trespass onto private property from homeless residents

living at Bastendorff Beach, but may also lead to the displacement of this problem to other locations in the county.

## **Effects to Wetlands:**

### **No Action Alternative**

A portion of the foredune is underwater during the winter months and it is a common practice for OHV users to engage in vehicle play activities in these seasonal wetlands and has resulted in the development of several large areas being denuded of vegetation. Unmanaged cross country vehicle use under the No Action Alternative would continue and result in the creation of new routes and the expansion of the existing impacts.

### **Alternative 1, 2, 3, 4, and 5.**

The less than ½ acre freshwater emergent wetland in the portion of the foredune that is underwater during the winter months would be closed to motorized vehicle access under all five of the action alternatives. This area is expected to passively revegetate with freshwater emergent vegetation over time after route designation has been fully and effectively implemented.

## **Effects to Nonnative, Invasive Plant Species (Weeds):**

### **No Action Alternative**

Vehicle travel along 4.91 miles of existing routes at Bastendorff Beach would continue to pose a threat for the spread of State and County listed noxious weeds along the routes open under the No Action Alternative. Because this alternative provides the most miles of access routes, more opportunities for seed spread would occur than under all of the action alternatives. Cross-country travel within the foredune would also continue to contribute new disturbances that would be susceptible to the invasion of nonnative species and could lead to the transport and spread of these invasive plants outside of the area.

### **Alternative 1. (Single Access Route)**

Motorized vehicle travel on 4.8 miles of existing routes at Bastendorff Beach would be reduced under this alternative to 0.1 miles of open route, thereby reducing the spread of State and County listed noxious weed along 97% of the current baseline of routes. Because this alternative provides for the least miles of vehicle access routes, fewer opportunities for seed spread would occur than under all of the other action alternatives. Cross-country vehicle travel would be better controlled under this alternative, thereby reducing the opportunity for the creation of new disturbances susceptible to nonnative species invasion.

**Alternative 2.** (Maximum Access)

Motorized vehicle travel on 3.3 miles of existing routes at Bastendorff Beach would be reduced under this alternative to 1.64 miles of open route, thereby reducing the spread of State and County listed noxious weed along 67% of the current baseline of routes. Alternative 2 would provide the greatest opportunities for seed spread to occur over any of the action alternatives because of the large number of motorized access routes. If cross-country vehicle travel could be reduced under this alternative, the opportunity for new disturbance would be reduced more than the No Action and thereby reduce the area susceptible to nonnative species invasion.

**Alternative 3.** (Multiple Access Routes)

Motorized vehicle travel on 4.5 miles of existing routes at Bastendorff Beach would be reduced under this alternative to 0.4 miles of open route, thereby reducing the spread of State and County listed noxious weed along 93% of the current baseline of routes. Alternative 3 would provide less opportunity for seed spread to occur than under Alternatives 2 and the No Action, but more than Alternative 1. Cross-country travel would be better controlled under this alternative than under Alternative 2 and the No Action, thereby reducing the area made available for new disturbance susceptible to nonnative species invasion.

**Alternative 4.** (Draft Plan Proposal)

Motorized vehicle travel on 4.7 miles of existing routes at Bastendorff Beach would be reduced under this alternative to 0.2 miles of open route, thereby reducing the spread of State and County listed noxious weed along 96% of the current baseline of routes. This alternative would provide less opportunity for seed spread to occur than under Alternatives 2 and 3 and the No Action. Cross-country travel would be eliminated thereby reducing the opportunity for new disturbance that could be susceptible to nonnative species invasion.

**Alternative 5.** (Final Revised Proposed Action)

Motorized vehicle travel on 4.35 miles of existing routes at Bastendorff Beach would be reduced under this alternative to 0.6 miles of open route, thereby reducing the spread of State and County listed noxious weed along 87% of the current baseline of routes. Alternative 5 would provide less opportunity for seed spread to occur than under Alternative 2 and the No Action, but greater than Alternative 1. Reducing the opportunity for cross country travel and the creation of new disturbances susceptible to nonnative species invasion, would be greater under this alternative than under Alternative 2 and the No Action.

## **Plan Support Staff**

Dave Wash – District Lead Outdoor Recreation Planner

Nancy Zepf – Umpqua Field Office Outdoor Recreation Planner

Steve Fowler – District Planning and Environmental Coordinator

John Chat – Wildlife Biologist, Umpqua Field Office

Steve Samuels – Cultural Resource Specialist, Coos Bay District Office

Jennie Sperling – Botanist, Umpqua Field Office

## **Plan Consultation, Project Support and Development**

Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians

Coos County Commissioners

Coos County Parks Department

Oregon Parks and Recreation Department

## **References:**

Office of the Federal Register National Archives and Records Administration; Code of Federal Regulations 43, Part 1000 to End, Public Lands Interior, October 1, 2010.

Oregon Parks and Recreation Department; Ocean Shore Management Plan, January 2005.

Oregon Parks and Recreation Department; The 2003-2007 Oregon Statewide Comprehensive Outdoor Recreation Plan, January 2003.

Oregon Parks and Recreation Department; The 2008-2012 Oregon Statewide Comprehensive Outdoor Recreation Plan, February 2008.

Shelby and Tokarczyk; Oregon Shore Recreational Use Study for the Oregon Parks and Recreation Department, Oregon State University, 2002.

U.S. Department of the Interior, Bureau of Land Management; Coos Bay District Record of Decision and Resource Management Plan (RMP), May 1995.

U.S. Department of the Interior, Bureau of Land Management; Coos Bay District Record of Decision and Resource Management Plan (RMP), December 2008.

U.S. Department of the Interior, Bureau of Land Management; Coos Bay Shorelands Management Plan, September 1995.

U.S. Department of the Interior, Bureau of Land Management; Bastendorff Beach Cooperative Management Plan, July 2011.