

ENVIRONMENTAL ASSESSMENT

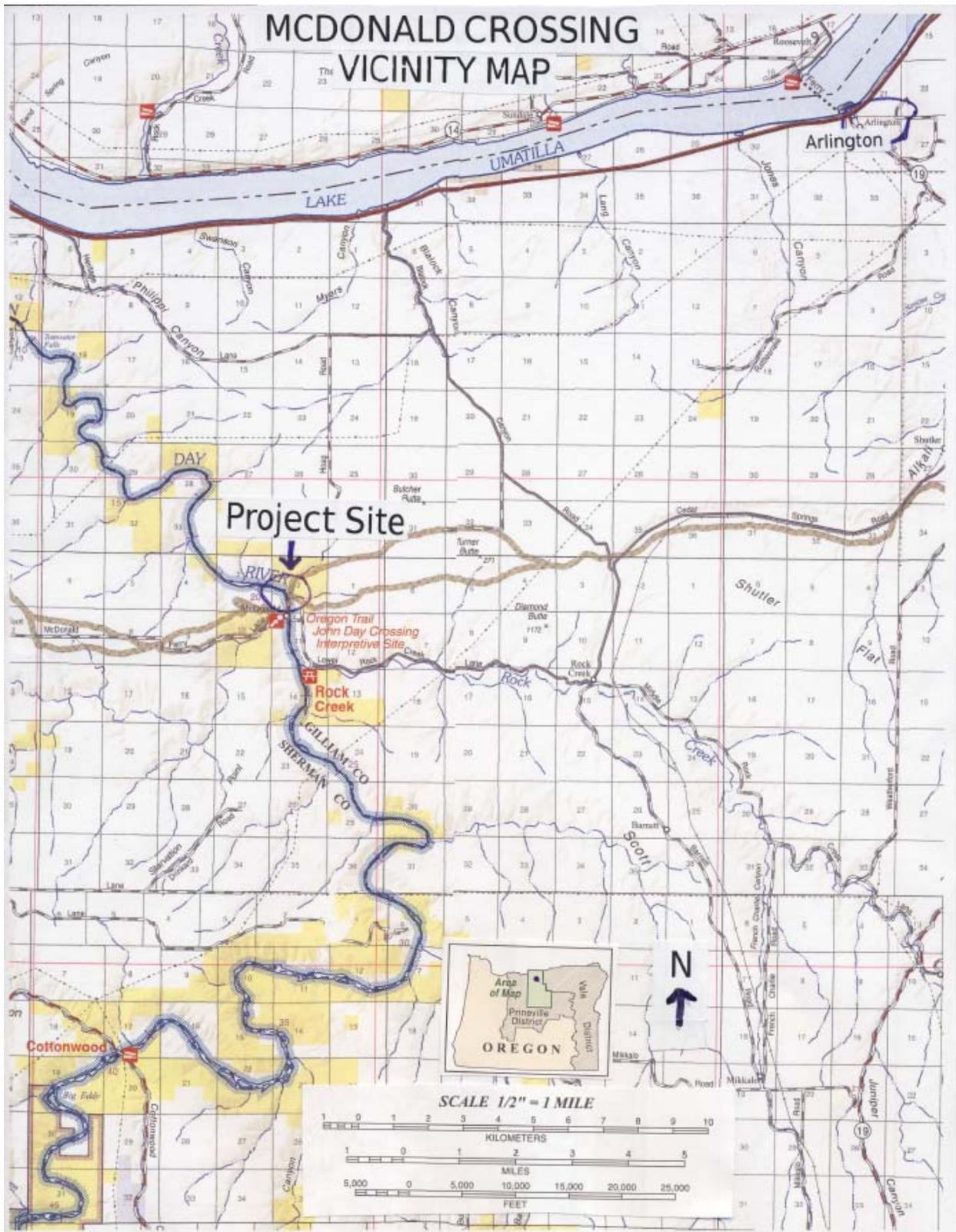
Title: McDonald Crossing Toilet

EA Number: DOI-BLM-OR-P040-2010-0029-EA

Location: Township 1 North, Range 19 East, Section 2, NE ¼ of the SW ¼

Date of Preparation: March 15, 2010

**Name and Location of Preparing Office: Central Oregon Resource Area, Prineville
District Office, Oregon.**



CHAPTER I INTRODUCTION, PURPOSE AND NEED

Introduction

McDonald Crossing is located along the John Day River in Gilliam County, Oregon, approximately 13 air miles southwest of the city of Arlington, Oregon. The crossing is a historical ford that has been used to cross the John Day River at low water, by wagon during the Oregon Trail period, and by vehicle in modern times. Bureau of Land Management (BLM) land near McDonald Crossing has been discovered by anglers and other recreation visitors and use is steadily increasing each year.

There are currently no toilet facilities at McDonald Crossing. As a result, visitors use the surrounding vegetation as a toilet area. Human waste has the potential to impact scenery, recreation, water quality and public health and safety.

This Environmental Assessment (EA) has been prepared for the Central Oregon Field Office's proposed McDonald Crossing Vault Toilet. The EA is a site-specific analysis of potential impacts that could result with the implementation of a proposed action or alternatives to the proposed action. The EA assists the BLM in project planning and ensuring compliance with the National Environmental Policy Act (NEPA), and in making a determination as to whether any "significant" impacts could result from the analyzed actions. "Significance" is defined by NEPA and is found in regulation 40 CFR 1508.27. An EA provides evidence for determining whether to prepare and Environmental Impact Statement (EIS) or a "Finding of No Significant Impact" (FONSI). A FONSI is a document that briefly presents the reasons why implementation of the proposed actions will not result in "significant" environmental impacts (effects) beyond those already addressed in Two Rivers Resource Management Plan, June 1986, and the John Day River Management Plan, February 2001. If the decision maker determines that this project has "significant" impacts following the analysis in the EA, then an EIS would be prepared for the project.

A decision record (DR) may be signed following public comment on the EA to document the decision.

Proposed Action

BLM is proposing to install a permanent vault toilet, a 45 foot by 70 foot gravel parking area, one 6 foot by 6 foot wooden bulletin board and two interpretive signs on BLM land in Township 1 North, Range 19 East, Section 2, on the east side of the John Day River, one half mile downstream of McDonald Crossing. Small directional signs would be installed at nearby Rock Creek Recreation Site and at a road intersection to direct visitors to the toilet facilities at McDonald Crossing.

Purpose and Need

The lack of toilet facilities and increased public use has resulted in a human waste problem at McDonald Crossing. The purpose of the proposed project is to upgrade existing recreation facilities at the site in order to protect and enhance the scenic and recreation values of the river, protect water quality and reduce risks to public health and safety.

The following objectives would be accomplished by installing and maintaining a vault toilet at McDonald Crossing:

Objective: Protect and enhance the outstandingly remarkable scenic and recreation values of the John Day Wild and Scenic River (National Wild and Scenic Rivers Act).

Indicator: The incidence of unsightly toilet paper and human waste visible in surrounding vegetation is eliminated.

Objective: Protect water quality in the John Day Wild and Scenic River in the vicinity of McDonald Crossing from human waste pollution (National Wild and Scenic Rivers Act; Clean Water Act; John Day River Management Plan, February 2001, pgs. 14-15).

Indicator: Recreation visitors do not use surrounding vegetation as a toilet.

Objective: Protect public health and safety (BLM Critical Health and Safety Capital Improvement Need; 43CFR 8365.1-7(g); 43 CFR 8365.2-1(b))

Indicator: Human waste is not encountered by visitors to the McDonald Crossing area.

Scoping and Issues

This proposed project is supported by the members of the John Day River Interagency Management Team including the Confederated Tribes of the Warm Springs Reservation, Oregon Parks and Recreation Department (OPRD), Oregon Department of Fish and Wildlife (ODFW), Department of State Lands and the John Day River Coalition of Counties.

Issues raised by the public, agencies, and BLM staff include:

- How will the proposed project affect river values including scenery, and recreation?
- What effect will the proposed action have on water quality?
- Will the proposed action reduce risks to public health and safety?

Conformance

This project is consistent with the 2001 Record of Decision for the John Day River Management Plan, Two Rivers, John Day, and Baker Resource Management Plan Amendments. The 2001 Record of Decision for the John Day River Management Plan, Two Rivers, John Day, and Baker Resource Management Plan Amendments (the River Plan) directs the BLM to “improve or upgrade existing [recreation] facilities where needed to protect resources,” and to “clarify the status of access to...McDonald Crossing, and mark public access to these site(s).” “Prior to implementation of these actions, the BLM will coordinate with Oregon Parks and Recreation

Department (OPRD) to ensure that proposed projects are consistent with State Scenic Waterway regulations, where applicable.” “Coordination will also take place with Oregon Department of Fish and Wildlife (ODFW), Division of State Lands, Army Corp of Engineers, Confederated Tribes of Warm Spring, affected counties, and other depending on permit requirement and interest.” “The BLM will coordinate with local governments and landowners to clarify legal public access to...McDonald Crossing, prior to placing signs that identify legal access routes and parking areas associated with these site(s).” (pgs. 20 and 21)

This project proposal was evaluated in the field by OPRD for consistency with State Scenic Waterway requirements, and approval granted on February 2, 2010. This project proposal was evaluated in the field by Oregon Department of Environmental Quality for compliance with the State of Oregon On-Site Sewage Disposal Rules, and approval granted October 7, 2009. This project proposal was reviewed by the Gilliam County Planning Department and approved by Zoning Permit # 2009-12 issued October 1, 2009. (See Attachments A, B and C.)

This portion of the John Day Wild and Scenic River is classified as a Recreational River, which allows for the development of recreational facilities (BLM Manual 8351.5C).

CHAPTER II ALTERNATIVES

Proposed Action Alternative

BLM proposes to install a permanent vault toilet, a parking area and signing on BLM land in the vicinity of McDonald Crossing. This alternative would meet the purpose and need by helping to protect water quality, protect and enhance the scenic river values, and improve public health and safety in this vicinity.

Toilet

The pre-fabricated vault toilet, constructed by CXT - Environmental Concrete Products, would be wheelchair accessible, blend in color with the natural surroundings, and have a 1000 gallon underground vault with an ABS plastic liner (see attached product data). The toilet would be located on a gravel bench, 350 feet from the river, near the junction of the McDonald Ferry County Road and an unnamed two-track road that travels downstream along the river. The site is not located in a floodplain or a wetland. To accommodate the vault portion of the toilet, soil would be excavated using a backhoe to create a hole measuring 7 feet by 15 feet and extending four feet below ground level.

Parking Area

A gravel parking area measuring 45 feet by 70 feet would be constructed near the toilet. Construction of the parking area would include removing the surface vegetation, leveling the ground, and spreading gravel over the area. Foot and wheelchair access to the toilet would be provided via a short path from the parking area to the toilet.

Signing

A wooden bulletin board, measuring 6 feet by 6 feet, would be installed at the edge of the parking lot near the restroom and used to post an interpretive display and other information. A second interpretive sign describing the Oregon Trail would be installed on BLM land at a viewpoint overlooking the McDonald Crossing area adjacent to McDonald Ferry Road (see Attachment E). BLM would level and gravel a pull-out immediately adjacent to the viewpoint to provide parking for two vehicles. A wheelchair accessible path, graveled with crusher fines, would lead from the pull-out to the interpretive sign. Small directional signs would be installed at nearby Rock Creek Recreation Site and at a road intersection to direct visitors to the toilet facilities at McDonald Crossing.

Design features

At the completion of the project, disturbed soil would be re-seeded with species that naturally occur on site, and monitored and treated for noxious weeds. If surveys indicate prairie falcon or golden eagles are actively nesting in the vicinity, construction would be not allowed within one-half mile of the nest from March 15 to August 15. To give the toilet building a historical appearance, the exterior would be a neutral color with simulated board and batt and horizontal lap siding that mimics historical Civilian Conservation Corps buildings.

No Action Alternative

In the No Action Alternative, BLM would not install a vault toilet at McDonald Crossing, nor would BLM install a bulletin board, interpretive signs or construct a parking area. The site would continue to be available for public use with no facilities.

This alternative would not meet the purpose and need as people would continue to use the surrounding vegetation as a toilet.

Alternatives considered but eliminated from further study

BLM considered two alternatives to the toilet installation that would meet the purpose and need, however, they were eliminated from further study when it was determined that neither alternative would be feasible.

1. BLM considered contracting with a portable toilet service provider to deliver and service a portable outhouse in this vicinity. Due to the remote location of McDonald Crossing, no service providers were willing to service a toilet here because the location is not near a service route.
2. BLM considered installing a vault toilet at the BLM Rock Creek Recreation Site, located approximately 2 miles upstream, instead of at McDonald Crossing. A suitable toilet location could not be found at Rock Creek that would comply with Oregon Scenic Waterway Rules, which requires that new structures be screened from the river.

CHAPTER III AFFECTED ENVIRONMENT

General description

The crossing is at River Mile 20 of the John Day River, 20 miles upstream of the confluence with the Columbia River. Road access is available from the east via two Gilliam County roads; Rock Creek Road to McDonald Ferry Road.

McDonald Crossing is located within the John Day National Wild and Scenic River in a reach classified as Recreational River. It is also located within the John Day State Scenic Waterway in a reach classified as a Scenic River Area, and within the State of Oregon John Day Wildlife Refuge which is managed by ODFW for the protection of waterfowl.

The proposed toilet site is near the mouth of a side canyon entering the John Day River from the north, and the site is covered with gravel and small cobble outwash debris. The location of the toilet would be outside of the floodplain, wetlands, and the riparian zone. Vegetation in the project area consists primarily of sagebrush, grasses and invasive weed species. There are no known threatened or endangered plants near the project site.

The nearby river riparian zone provides habitat for beaver, mink, muskrat, raptors, waterfowl, non-game birds, and occasional mule deer. There are no Federally-listed Threatened or Endangered animal species that inhabit this area. Sensitive species that could possibly inhabit this area include the Townsend's big eared bat, spotted bat, peregrine falcon, prairie falcon, bald eagle, golden eagle and California bighorn sheep. Surveys for special status birds indicate that prairie falcon, golden eagle, and burrowing owl have been found to nest in the general area, though the proposed project site is located outside of the required buffer distance from the nearest documented nest site. Additional surveys will be conducted to check for the possibility of new nest sites within the required buffer. If active nest sites are found, project construction will not take place within the specified nesting season. This segment of the John Day River functions as a migration corridor for adult and juvenile anadromous salmonids (summer steelhead and spring Chinook) and provides year round habitat for smallmouth bass.

The proposed toilet site is near the mouth of a side canyon entering the John Day River from the north. This side canyon was used between 1840 and 1860 by the Oregon Trail to access and cross the John Day River on the way to The Dalles or Oregon City. The area was previously inventoried during 1988 as part of a broader inventory of trespass cases in the John Day basin. No cultural resources were noted at that time, and the site was re-evaluated on in February 2010 with similar results. Located at the mouth of the canyon, the proposed toilet site is covered with outwash debris. It is unlikely that any archaeological resources will be found at this location during excavation for the toilet. However, Standard Operating Procedures are in effect. This means, that if during construction archaeological resources are discovered, all activities would cease and the district archaeologist should be contacted immediately. No work would continue until the archaeologist has examined the find(s) and made a determination as to how to mitigate the situation. In addition, the small interpretive sign board and pull out proposed adjacent to a BLM road (see Attachment E) would be on the opposite side of the canyon from the remaining

Oregon Trail wagon ruts and would not have a negative or adverse effect on the Trail. The area is of low potential for paleontological resources since the geology is composed primarily of Columbia River Basalt flows from 16 – 14 million years ago.

A National Oceanographic and Aeronautical Association (NOAA) fish tracking station currently exists on BLM land in the vicinity of the proposed project. The station includes two under-river fish tracking antennae, one powered by a single power pole granted through a BLM Right-of-Way and the other powered by a solar collector. NOAA also maintains an interpretive sign describing the purpose of the fish tracking station. The actions proposed by this EA would be separate from the NOAA fisheries apparatus located at this site.

Scenery

Scenery is one of the Outstandingly Remarkable Values identified for the John Day Wild and Scenic River and BLM is required by the National Wild and Scenic Rivers Act to protect and enhance this value. BLM uses its Visual Resources Management (VRM) program to help ensure scenic values of public lands are protected. The John Day Wild and Scenic River has been identified as a VRM Class II area, except for recreation sites, which are VRM Class III. The proposed project would comply with VRM Class III objectives to “partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.”

The proposed project is also located within the John Day State Scenic Waterway in a reach classified as a Scenic River Area and would be in compliance with permitting requirements for Scenic Waterways (see attached permit).

Recreation

Recreation is one of the Outstandingly Remarkable Values identified for the John Day Wild and Scenic River and BLM is required by the National Wild and Scenic Rivers Act to protect and enhance this value.

Recreation visitors are attracted to McDonald Crossing primarily for steelhead fishing. Anglers park their vehicles here and walk upstream or downstream below the ordinary high water mark to fish. Most anglers visit for day trips, but some set up camp in small RVs, campers, or tents. Chukar hunting also occurs in season. Visitors currently park in a rough dirt area that is vegetated with noxious weeds, approximately where the gravel parking area is proposed.

Water quality

Human waste and toilet paper, scattered throughout the vegetation, could wash into the river during a rain event or high water flows creating a minor localized contribution of non-point-source pollution, and a slight potential for cumulative impacts.

Public health and safety

Human waste and toilet paper scattered on the ground and in the surrounding vegetation creates a

high risk situation that could cause serious impact to the health and safety of visitors, including a potentially disabling illness.

Resources not affected

Resources that won't be affected by this proposal include cultural/historic, paleontology, air quality, T&E species, special status plants, Areas of Critical Environmental Concern/Research Natural Areas, Wilderness, Wilderness Study Areas, wilderness character, prime/unique farmlands, hazardous wastes, floodplains, native American cultural/religious concerns and low income/minority populations. The public lands at this proposed project site have been evaluated for wilderness characteristics. The evaluation found that the public land parcels do not have wilderness character because they lack sufficient size and do not meet any of the exceptions to the size criteria.

CHAPTER IV ENVIRONMENTAL CONSEQUENCES

This section is organized by Alternative.

Impacts of Proposed Action

Installation of a vault toilet and gravel parking area at McDonald Crossing would provide facilities to support existing recreation use.

Scenery

Making a toilet available for use by recreation visitors would reduce the incidence of human waste and toilet paper in the surrounding vegetation. This would protect and enhance the scenery. The toilet, parking area (including vehicles), and signing would not be visible from the river due to natural screening provided by topography and year-round vegetation. The toilet would not be visible from the Oregon Trail interpretive sign adjacent to the BLM road (see Attachment E).

Recreation

Installing a vault toilet, parking area, and signing would enhance the recreation experience of the visitor by providing useful improvements including much needed toilet facilities, a weed-free place to park, and educational information about fish and the Oregon Trail. The installation of restroom facilities would not be expected to cause an increase in visitation to the recreation site. Due to the remote location of this recreation site, visitors are unlikely to visit this area simply because it has restroom facilities, but are expected to use the facilities if they are made available.

Water quality

The vault toilet itself would not affect water resources in the area as the vault is constructed of concrete and is fully lined with an impermeable plastic liner which would prevent groundwater contamination.

The vault toilet would be located above the mean high water mark, outside of the floodplain.

Extreme flood stage in the John Day River, exceeding flow levels on record, could cause river water to seep into the top of the vault from around the base of the toilet. Should this occur, the contents of the vault would continue to be sealed inside the vault, and no leakage would be expected.

Installing a vault toilet would be expected to improve water quality by reducing human waste in the surrounding vegetation, which has the potential to wash into the river during periods of runoff or high water.

Public health and safety

Installing a vault toilet would be expected to improve public health and safety by containing human waste in a restroom designed for this purpose, instead of on the ground.

Impacts of No Action

The no action alternative would allow the existing problems with water quality and public safety to continue, and would not assure that scenery and recreation values are protected and enhanced. Under the no action alternative, human waste and toilet paper, scattered throughout the vegetation, would continue to detract from the scenic quality of the site, and high water flows or a rain event could wash this waste into the river creating a minor localized contribution of non-point-source pollution, and a slight potential for cumulative impacts.

Cumulative and Residual Impacts

Residual impacts of the proposed action would include increased recreational use, as noted in the environmental consequences.

The current conditions on the lands affected by the proposed action result from a multitude of natural and human actions that have taken place over many decades. A catalogue and analysis, comparison, or description of all individual past actions and their effects which have contributed to the current environmental conditions would be practically impossible to compile and unduly costly to obtain. Ferreting out and cataloguing the effects of each of these individual past actions would be a time consuming and expensive task which will not add any clearer picture of the existing environmental conditions. Instead of incurring these exorbitant costs in terms of time and money it is possible to implement easier, more accurate, and less costly ways to obtain the information concerning past actions which is necessary for an analysis of the “impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.” (See definition of cumulative impact in 40 CFR § 1508.7.)

A description of the current state of the environment inherently includes the effects of past actions and serves as a more accurate and useful starting point for a cumulative effects analysis, than attempting to establish such a starting point by “adding” up the described effects of individual past actions. The importance of “past actions” is to set the context for understanding the incremental effects of the proposed action. This context is determined by combining the

current conditions with available information on the expected effects of other present and reasonably foreseeable future actions. Here the cataloguing and analysis of the effects of other present and reasonably foreseeable actions relevant to the effects of the proposed action is necessary, and has been described below. By comparing this total effect of the “no action” alternative to the effects described when adding the proposed action or any action alternative, we can discern the “cumulative impact” resulting from adding the “incremental impact” of the proposed action to the current environmental conditions and trends.

The information on individual past actions is anecdotal only, and would not be a scientifically acceptable methodology to illuminate or predict the direct or indirect effects of the proposed action and its alternatives. The basis for predicting the direct and indirect effects of the proposed action and its alternatives should be based on generally accepted scientific methodologies such as empirical research. Scoping for this project did not identify any need to exhaustively list individual past actions or analyze, compare, or describe the environmental effects of individual past actions in order to complete an analysis which would be useful for illuminating or predicting the effects of the proposed action.

CHAPTER V CONSULTATION AND COORDINATION

Oregon Parks and Recreation Commission, Bend, Oregon
Oregon Department of Environmental Quality, Pendleton, Oregon
Gilliam County Planning Department, Condon, Oregon
John Day River Interagency Management Team to include:
Oregon Department of Fish and Wildlife
Confederated Tribes of the Warm Springs Reservation
Oregon Parks and Recreation Department
Oregon Department of State Lands
John Day River Coalition of Counties

CHAPTER VI PREPARERS AND REVIEWERS

BLM preparers and reviewers

Heidi Mottl - Recreation, Wild and Scenic Rivers, Visual Resources, Wilderness Characteristics, Public Health and Safety
John Zancanella – Cultural, Historic, Paleontology
JoAnne Armson – Special Status Plants
Jeff Moss – Special Status Fish, Fisheries
Anna Smith- Hydrology, Flood Plains, Wetlands, Riparian Zones
Gary Wing – Special Status Animals, Migratory Birds, Wildlife
Dana Cork – Engineering
Teal Purrington – Environmental Coordinator
John Zancanella – Acting Assistant Manager

CHAPTER VII APPENDICES

Attachment A - Oregon Department of Environmental Quality Approval (2 pgs.)

Attachment B – Oregon Parks and Recreation State Scenic Waterway Approval (1 pg.)

Attachment C – Gilliam County Zoning Permit (1 pg.)

Attachment D – CXT Cascadian Single Vault Toilet Design (2 pgs.)

Attachment E - Proposed Oregon Trail Interpretive Sign Location (1 pg.)



Oregon

Theodore R. Kulonowski, Governor

Department of Environmental Quality

Eastern Region

700 SE Emigrant Ave., Suite 330

Pendleton, OR 97801

(541) 276-4063 Voice/TTY

FAX (541) 278-0168

October 7, 2009

Bureau Of Land Management
Attn: Heidi Mottl
3050 NE Third Street
Prineville, OR 97754

Re: Site Evaluation Report
Approval for a Vault Toilet
Mc Donald Crossing
T 1N -R 19E -S 2 TL# 300
Gilliam County

Dear Ms. Mottl:

On October 1, 2009, an evaluation of the above mentioned property was made to determine if one vault toilet at the Mc Donald Crossing site, could be located on the parcel and be in compliance with the State of Oregon On-Site Sewage Disposal Rules. **Note: This is the approval to place the vault toilet in the location indicated as "approved area" on the enclosed proposed site plan.**

Requirements for the vault toilet are as follows:

1. A minimum of 350 gallon capacity;
2. The vault is to be installed in accordance with OAR 340-73-065, OAR 340-73-075 and OAR 340-71-330 (see enclosed); and,
3. The vault toilet shall be a minimum 50 feet from: creeks, springs, and wells.

The proposed vault toilet is approved in area as proposed and staked at the site, provided all DEQ administrative Rules are followed, including applicable setbacks.

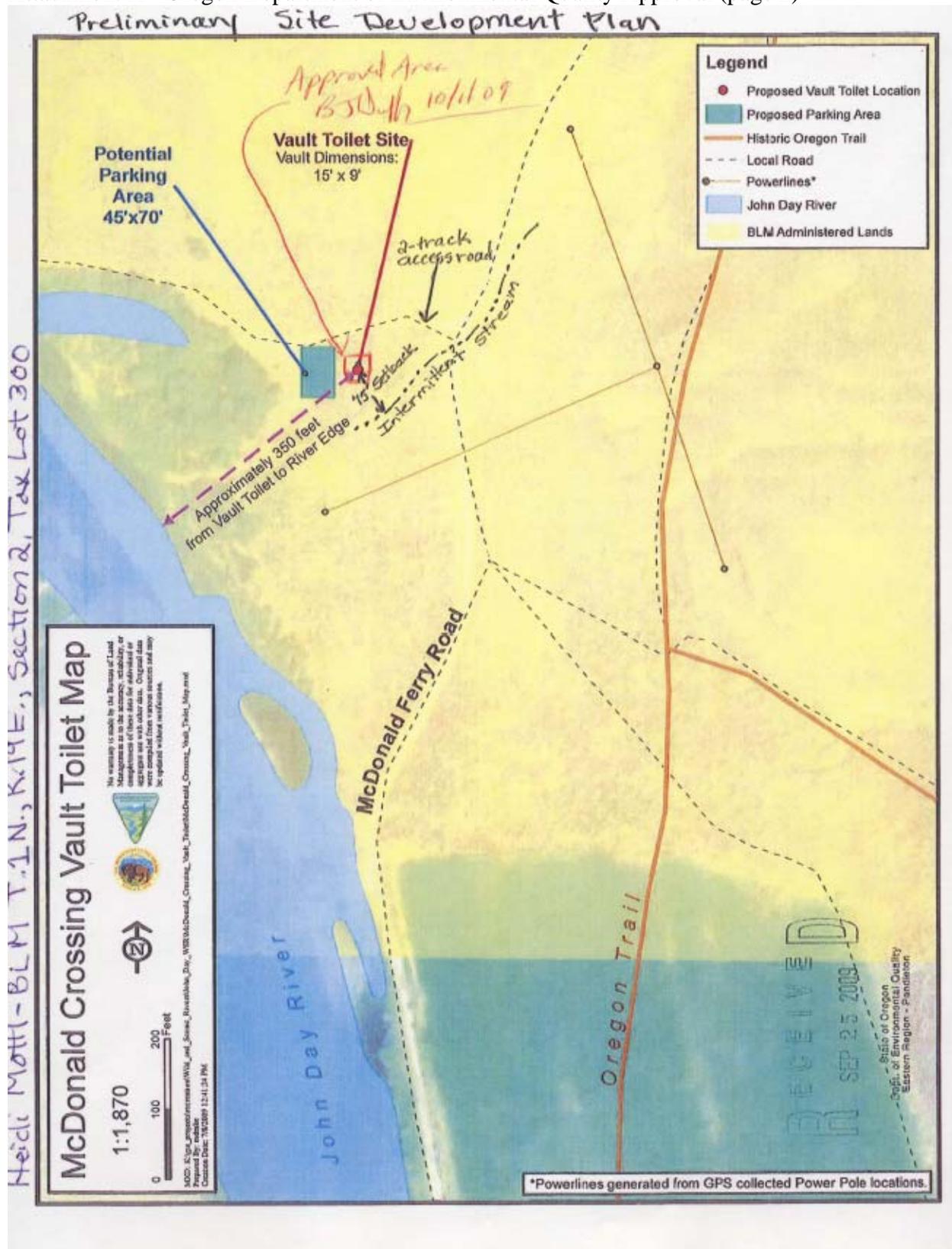
Best wishes on a successful project. If you have any other questions about this report, please feel free to call DEQ at (541) 276-4063. The Pendleton toll free number is 1-800-304-3513.

Sincerely,

Bernie J. Duffy
Water Quality On-Site Program
Eastern Region

Enc. Site Plan
OAR 340-73-065, OAR 340-73-075, OAR 340-71-330, Table 8

Cc: Gilliam County Planning Department, PO Box 427, Condon, OR 97823



Attachment B – Oregon Parks and Recreation State Scenic Waterway Approval



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Region 4 Office

1645 NE Forbes Rd, Suite 112

Bend, OR 97701

(541) 388-6211

FAX: (541) 388-6391

www.oregonstateparks.org

Received

FEB - 4 2010

Bureau of Land Mgmt
Prineville District



February 2nd 2010

Bureau of Land Management
3050 NE Third St.
Prineville, OR 97754

RE: File No.: 4-188-09
Property Location: T1N R19E Sec. 2 tax lot 300

The Oregon Parks and Recreation Commission grants its approval for construction of a CXT vault toilet & adjacent gravel parking area near the McDonald Crossing within the statutory boundaries of the Main Stem of the John Day River Scenic Waterway. This approval is for the project outlined in your Notification of Intent verified as complete on October 12, 2009. This approval is subject to the following conditions:

Gilliam

1. This approval is based upon the information submitted. Any substantial change in the approved development information shall require a new notification.
2. All existing vegetation adjacent to the work area shall be retained and maintained.
3. All permits, if any, from ~~Sherman~~ ~~Clatsop~~ County shall be acquired prior to construction.
4. All ~~Sherman~~ County requirements shall be satisfied.
5. Upon completion of construction, all disturbed areas shall be reseeded with an exclusive native seed mixture appropriate for that site. Please inquire for seed specs if needed.
6. In no case shall debris, silt or other materials be allowed to reach the waters of the Main Stem of the John Day River Scenic Waterway.
7. Construction shall commence within one year (February 2nd, 2011) of this approval. If, due to unforeseen circumstances, the project cannot be started by this date, you may request a time extension. A time extension may be granted based on submittal of a revised schedule for completion.
8. The Commission shall be notified in writing when construction has commenced and the exterior has been completed. Notices shall be sent to Rivers Program, Oregon Parks and Recreation Department, at 1645 NE Forbes Rd, Suite 112, Bend, OR 97701.

Failure to comply with the conditions of approval will constitute a violation and be grounds for legal action. This approval does not affect any obligation you might have to other persons or agencies, local, state or federal.

Sincerely,

Greg Ciannella
Program Coordinator

Attachment C – Gilliam County Zoning Permit



Received

OCT - 5 2009

Bureau of Land Mgmt
Prineville District

GILLIAM COUNTY
PLANNING DEPARTMENT

P.O. Box 427
LONDON, OR 97824-3427

PHONE: 541-384-2381
800 962 1172

FAX: 541-384-2166

Heidi Mottle-BLM Representative
3050 NE Third Street
Prineville, OR 97754

October 01, 2009

RE: Zoning Permit 2009-12 for the installation of a vault toilet and gravel parking area located on
T1N, R19E, the NE ¼ of the SW ¼ of section 2, tax lot 300

Dear Heidi,

After reviewing the zoning permit application and associated documents you have submitted, it is the finding of this department that zoning permit 2009-12 for the installation of a vault toilet and gravel parking area at the location described above, is approved according to the Gilliam County Zoning Ordinance Article 4, Section 4.020(D)(1)(7).

Your application was very thorough and detailed. I appreciate the work that went into the preparation of this application. The following are the conditions of approval for the approved zoning permit:

CONDITIONS OF APPROVAL:

1. State permits required in conjunction with this application are the responsibility of the landowner/permittee. No construction will begin until required permits have been acquired or are being processed and a copy filed in the office of the Gilliam County Planning Director.
2. Owner of this permit may not file complaint with any agency with regard to accepted farming practices on adjacent EFU property. No use will be allowed which will adversely affect adjacent residences or agricultural practices.
3. Ownership of this permit may not be transferred without review and written consent of the Gilliam County Planning Director. Such request for transfer may be grounds for review and/or modification.

Please feel free to contact me if you have any questions regarding this permit.

Best Wishes,

Susie Anderson
Gilliam County Planning Director

CASCADIAN

Single vault, fully accessible.



Sweet Smelling Technology

Meets UFAS, A.D.A. and Title 24 statute of the State of California

Vandal resistant building, vault & Toilet Components

4" thick steel reinforced concrete walls

5" thick steel reinforced concrete roof & floors

Two 1,000 gallon containment vaults holding 15,000 uses each

Black ABS one piece vault liner with side wall embeds

Available in (25) different earthtone colors

Board & Batt and Horizontal Lap Siding exterior wall texture

Cedar shake and ribbed metal exterior roof texture

The Cascadian single vault toilet building is designed to mimic the architecture of old Civilian Conservation Corps buildings. With its steep 7 in 12 pitched simulated cedar shake roof, the Cascadian has an alpine style. The toilet room is designed with a 60" turning radius exclusive of all fixtures, walls and doors. The Cascadian comes with a single 1,000-gallon vault to hold waste.

Durability:
The Cascadian is engineered and designed

for long life in extreme conditions. The building meets or exceeds the effects of a Zone-4 earthquake, a 120 mph wind load and a 350 pounds per square foot snow load.

Maintenance:
The Cascadian is extremely easy to maintain. With our steel reinforced 5,000 psi concrete construction, the building and vault will not rot, rust or burn. The building's interior is primed and painted with white paint to reflect natural light from the Lexan windows mounted in heavy steel frames cast into the walls. Cleaning of the

building's interior is easily accomplished with a brush and warm soapy water. The walls and roof structure are made with "colored thru concrete", which are spray coated with an exterior stain, followed by an anti-graffiti sealer.







Vault:

The waste collecting vault is installed below ground level and is made of 4" thick reinforced concrete. The dimensions of the vault unit matches the perimeter of the building, providing a stable footing structure that supports the full weight of the building. The vault can hold up to 1,000 gallons of waste (15,000 uses) and is sloped, so that waste will drain to the clean out end of the vault. The vault is lined with a black ABS plastic liner which is cast into the side walls of the concrete vault by way of dovetail embeds.



the most remote of sites. Additional features include texture cast concrete walls that look like horizontal lap siding for the first 4 feet 4 inches, and texture cast concrete board & batt siding to the roof. The roof is texture cast to

look like cedar shake.

Sweet Smelling Technology

The building is designed with sweet smelling technology. A black plastic vent pipe, located on the back side of the building, always faces south so that when heated by the sun, the pipe creates a continual air flow through louvered vents located

in the building near the floor. The air flows down the riser, through the vault, and finally up and out of the vent pipe. The positive continual air flow carries the vault air out through the vent pipe, not through the building, to keep the building odor-free.

Quality and Value:

Because of our two state-of-the-art, 120,000 square foot production facilities, CXT can produce consistently higher quality buildings at a lower cost to meet the needs of city county, state and federal agencies.

We at CXT take pride in our craftsmanship and are ready to provide you with our legendary customer service. See why we say, "Once you buy a CXT produced building you will never purchase anything else."

Special Features

The building can be shipped in two sections, (see photos in sidebar to the left) allowing access to



**Shown with standard cedar shake roof.*

Wall Textures:

Standard:



Board & Batt and Horizontal Lap

Roof Textures:

Standard:



Cedar Shake

Available Options:



Ribbed Metal

LB Foster

CXT[®] Concrete Buildings

CXT Incorporated
An L.B. Foster Company

Spokane Industrial Park
3808 N. Sullivan Road Bldg. #7
Spokane, WA 99216

Telephone 509-921-8766
Fax 509-928-8270
Toll Free 800-696-5766

www.cxtinc.com

Also available in 25 different earthtone colors.

FM57026
ISO 9001 Certified



Attachment E - Proposed Oregon Trail Interpretive Sign Location



UNITED STATES DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT

PRINEVILLE FIELD OFFICE

FINDING OF NO SIGNIFICANT IMPACT

McDonald Crossing Vault Toilet

Project DOI-BLM-OR-P060-2010-0029-EA

BACKGROUND

The Bureau of Land Management (BLM) has completed an Environmental Assessment (EA), No. DOI-BLM-OR-P060-2010-0029, for a proposed action to install a permanent vault toilet, a 45 foot by 70 foot gravel parking area, one 6 foot by 6 foot wooden bulletin board and two interpretive signs on BLM land in Township 1 North, Range 19 East, Section 2, on the east side of the John Day River, one half mile downstream of McDonald Crossing. The EA is attached to and incorporated by reference in this Finding of No Significant Impact (FONSI) determination. A no action alternative was analyzed in the EA.

FINDING OF NO SIGNIFICANT IMPACT

On the basis of the information contained in the EA, and all other information available to me, it is my determination that: (1) the implementation of the Proposed Action will not have significant environmental impacts beyond those already addressed in 2001 Record of Decision for the John Day River Management Plan, Two Rivers, John Day, and Baker Resource Management Plan Amendments (the John Day River Plan); (2) the Proposed Action is in conformance with the John Day River Plan; and (3) the Proposed Action does not constitute a major federal action having a significant effect on the human environment. Therefore, an environmental impact statement or a supplement to the existing environmental impact statement is not necessary and will not be prepared.

This finding is based on my consideration of the Council on Environmental Quality's (CEQ) criteria for significance (40 CFR 1508.27), both with regard to the context and to the intensity of the impacts described in the EA or as articulated in the letters of comment.

Context

The project is a site-specific action directly involving a total of approximately one acre of land administered by the BLM within the project boundary and areas immediately adjacent, which by themselves do not have international, national, regional, or state-wide importance.

Intensity

I have considered the potential intensity/severity of the impacts anticipated from the McDonald Crossing Toilet Project decision relative to each of the ten areas suggested for consideration by the CEQ. With regard to each:

1. ***Impacts that may be both beneficial and adverse.*** The proposed action will impact resources as described in the EA. Mitigations to reduce impacts to the ground were incorporated in the design of the proposed action. None of the environmental effects discussed in detail in the EA are considered significant, nor do the effects exceed those described in the John Day River Plan.
2. ***The degree to which the proposed action affects public health and safety.*** The proposed action will reduce risks to public health and safety as described in the EA. Installing a vault toilet will improve public health and safety by containing human waste in a restroom designed for this purpose, instead of on the ground. No negative effects to human health and safety are expected.
3. ***Unique characteristics of the geographic area such as proximity of historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.*** Any resource of concern identified to be at risk from the project activities will be protected from damage or disturbance. There are no effects on park lands, prime farm lands, wetlands, or ecologically critical areas. Wild and Scenic River values of scenery and recreation will be enhanced.
4. ***The degree to which the effects on the quality of the human environment are likely to be highly controversial.*** There are no effects which are expected to be highly controversial.
5. ***The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.*** There are no unique or unusual risks. The BLM has implemented similar actions in similar areas. The environmental effects to the human environment are fully analyzed in the EA. There are no predicted effects on the human environment that are considered to be highly uncertain or involve unique or unknown risks.
6. ***The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.*** The actions considered in the proposed action were considered by the interdisciplinary team within the context of past, present, and reasonably foreseeable future actions. Significant cumulative effects are not predicted. An analysis of the effects of the proposed action is described in the EA.
7. ***Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.*** The interdisciplinary team evaluated the possible actions in context of past, present and reasonably foreseeable actions. Significant cumulative effects are not predicted. A complete disclosure of the effects of the project is contained in the EA.

8. ***The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historic resources.*** The project will not adversely affect districts, sites, highways, structures, or other objects listed in or eligible for listing in the National Register of Historic Places, nor will it cause loss or destruction of significant scientific, cultural, or historical resources. As required under standard operating procedures, if during construction archaeological resources are discovered, all activities will cease and the district archaeologist will be contacted immediately. No work will continue until the archaeologist has examined the find(s) and made a determination as to how to mitigate the situation.
9. ***The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.*** Any resource of concern identified to be at risk from the project activities will be protected from damage or disturbance. Mitigations to reduce impacts to wildlife have been incorporated into the design of the proposed action. Prior to construction, additional wildlife surveys will be conducted to check for the possibility of raptor nest sites within the required buffer. If active nest sites are found, project construction will not take place within the specified nesting season. No threatened or endangered plants are known to be in the area.
10. ***Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.*** The project does not violate any known Federal, State, Local or Tribal law or requirement imposed for the protection of the environment. State, local, and tribal interests were given the opportunity to participate in the environmental analysis process. The EA contains project approval letters and/or permits from Oregon Department of Environmental Quality, Oregon Parks and Recreation Department, and Gilliam County Planning Department.
11. ***Involve unresolved conflicts concerning alternative uses of available resources (NEPA section 102(2)(E)) not already decided in an approved land use plan.*** There are no unresolved conflicts not already approved in land use plans.
12. ***Have a disproportionate significant adverse impacts on low income or minority populations; Executive Order 12898 (Environmental Justice).*** This project does not have a disproportionate significant adverse impacts on low income or minority populations; Executive Order 12898 (Environmental Justice).
13. ***Restrict access to, and ceremonial use of, Indian sacred sites by Indian religious practitioners or adversely affect the physical integrity of such sacred sites; Executive Order 13007 (Indian Sacred Sites). Have significant adverse effect on Indian Trust Resources.*** This project does not restrict access to, and ceremonial use of, Indian sacred sites by Indian religious practitioners or adversely affect the physical integrity of such sacred sites; Executive Order 13007 (Indian Sacred Sites). This project does not have significant adverse effects on Indian Trust Resources.

14. ***Contribute to the introduction, existence, or spread of: Federally listed noxious weeds (Federal Noxious Weed Control Act); or invasive non-native species; Executive Order 13112 (Invasive Species).*** This project does not contribute to the introduction, existence, or spread of: Federally listed noxious weeds or invasive nonnative species. Noxious weed species are currently found at the project site, and this project will provide an opportunity to treat the noxious weeds in an attempt to reduce their occurrence. At the completion of the project, disturbed soil will be re-seeded with species that naturally occur on site, and monitored and treated for noxious weeds.
15. ***Have a direct or indirect adverse impact on energy development, production, supply, and/or distribution; Executive Order 13212 (Actions to Expedite Energy-Related Projects).*** This project does not have a direct or indirect adverse impact on energy development, production, supply, and/or distribution.

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