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EA-01-19  
2810  
OR 56775  
Polly Hatch Mosby  
Estate

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
EUGENE DISTRICT OFFICE

ENVIRONMENTAL ASSESSMENT NO. OR090-01-19  
Road Right-of-Way Grant OR 56775  
Polly Hatch Mosby Estate

## **I. INTRODUCTION**

The Eugene District Bureau of Land Management (BLM) received a road right-of-way grant application from the Polly Hatch Mosby Estate to allow the estate owners access to their private land via BLM roads and to allow construction of a 110-foot length of new road on public land.

## **II. PURPOSE AND NEED**

The purpose of the proposed action is to provide the owners of private land located in Township 20 South, Range 2 West, Section 31, Willamette Meridian, with legal access across public land managed by BLM in order to remove approximately 575-600 MBF of timber. Owners of the Polly Hatch Mosby Estate (the Estate) have requested a Right-of-Way Grant in order to acquire legal access to Estate land over existing BLM roads and a short segment of new road to be constructed across public land. The Estate has legal access to this acreage over an alternate private road system. However, using the existing road system to reach the property would require nearly 3/4-mile of new road construction that would be highly visible from the west.

## **III. CONFORMANCE WITH LAND USE PLAN**

The Proposed Action and alternatives are in conformance with the 1995 Eugene District Resource Management Plan (RMP). The RMP allows for granting access across public land in order to reach private lands.

## **IV. PROPOSED ACTION AND ALTERNATIVES**

### **A. Proposed Action**

The Proposed Action is to grant a temporary road right-of-way grant to the Estate for a period of two years to use BLM Roads No. 21-2-31 and 21-2-5, and to permit construction of a 110-foot segment of new road. The new road would be of natural (dirt) surface with a 14-foot subgrade. It would be blocked upon completion of timber harvest from Estate land in Section 31. The -31 and

-5 roads would be used for timber hauling. Approximately 10-12 trucks per day are anticipated during active hauling. No improvements would be authorized to existing BLM roads included in this grant.

Under the Proposed Action, approximately 1,650 feet of road construction would occur on private lands. The road would be over gentle terrain, except for an area where the road would avoid a swale and spring about 100 feet west of the east boundary in the central portion of the unit.

Timber harvest on private land would consist of a heavy thinning, leaving clumps of trees and all open grown trees in order to maintain a 30-35% crown closure in the residual stand. A visual buffer would be maintained along the west edge of the harvest area to screen harvest activities from the farms and county road to the west.

#### **B. No Action Alternative**

Under the No Action Alternative, a grant for road use and construction would not be issued. The Estate owners have indicated they would access the property via an existing private road system and construct 3,750 feet of new dirt-surface road. Much of the new road construction under this alternative would require roads to be cut into the slope to maintain suitable road grades. New construction would avoid the swale/spring area. Timber harvest on private land would be the same as the Proposed Action. Timber hauling would consist of 10-12 trucks per day during periods of active haul. Trucks would pass within 70-80 feet of a nearby residence along the private access road.

## **V. AFFECTED ENVIRONMENT**

The area of the Proposed Action lies within the Mosby Creek and Lower Row River 5th-field Watersheds. BLM Road No. 21-2-5 begins off County Road No. 2555 (Garoutte Road), just west of the lower end of Dorena Reservoir. BLM Road No. 21-2-31 is located near the end of the -5 road. Both existing roads are gravel surfaced. Neither road crosses any fish-bearing streams. A gate on the -5 road near Garoutte Road limits public access in this area.

The proposed new road construction lies in a 7-year-old regeneration unit on public land in T20S, R2W, Section 31. The unit contains young Douglas-fir and blackberry. Slopes in the area are gentle, ranging from 0-15%. There are no wetlands located within the proposed new construction right-of-way; there are no stream channels located within 400 feet of the proposed new road construction. Drainage from the road surface would generally be into the harvest unit except for about 20 feet, which would drain to an existing cross drain culvert on the -31 road.

The proposed harvest unit on private land is a mixture of clumpy and open grown conifers that are 10" to >36" in diameter. Side slopes are generally between 20% to 40% with occasional side slopes to 55%. A dry draw was noted near the south boundary of the harvest unit. Scour and deposition was not evident in this draw in or immediately adjacent to the harvest boundary. A spring was noted about 100 feet west of the east boundary in the central portion of the unit. An area with annual scour and deposition were located near the edge of the harvest unit near the west central boundary. Scour and deposition were evident for several hundred feet. There was a small amount of surface flow on the date of survey (5/23/01). Channel flow and scour/deposition ended on a bench. No channel characteristics were evident below.

A cultural resource survey was conducted in the area in 1980 in conjunction with a BLM timber sale that occurred in Section 31. No cultural resources were discovered during the survey.

A survey for special status plants was conducted in May, 2001. Due to the thick blackberry cover, very little habitat for any herbs or forbes exists in the area of the proposed new road construction. No sensitive, threatened, or endangered plant species were found during the survey.

There are no threatened or endangered wildlife species in the area. A Bald Eagle Habitat Area (BEHA) lies to the north, but there are no eagle nests in the stand. The BEHA stand is suitable habitat as well as dispersal habitat for northern spotted owls, but is too small to support a nesting owl pair. There are no historic owl sites in the area. The timbered stand on Estate lands is elongated and provides a minimal amount of dispersal habitat for spotted owls.

Spring chinook salmon (*O. tshawytscha*) is currently listed as a threatened species under the Endangered Species Act in the Upper Willamette Ecologically Significant Unit (ESU), which includes Mosby Creek Watershed and Row River Watershed below Dorena Dam.

## **VI. DIRECT, INDIRECT, AND CUMULATIVE EFFECTS**

The Proposed Action and alternatives would have environmental effects. However, none of the alternatives would have effects beyond those described in the "Eugene District Proposed Resource Management Plan/Environmental Impact Statement" (RMP EIS) and the "Final Supplemental Environmental Impact Statement on Management of Habitat for Late-Successional and Old-Growth Forest Related Species Within the Range of the Northern Spotted Owl" (NSO FSEIS). Impacts based upon site specific analysis of the alternatives are shown below. An Impact Comparison Table is also provided.

### **A. Unaffected Resources**

The following resources are either not present or would not be affected by any of the alternatives: Areas of Critical Environmental Concern, prime or unique farm lands, Native American religious concerns, cultural resources, air quality, solid or hazardous wastes, Wild and Scenic Rivers, Wilderness, minority populations, and low income populations.

### **B. Proposed Action**

This analysis incorporates by reference the analysis of cumulative effects in the NSO FSEIS (Chapters 3 and 4, pp. 4-10) and the RMP EIS (Chapter 4). Those documents analyze most cumulative effects of road building and other related management activities, and the analysis presented herein gives additional site-specific analysis.

Private Land. Under the Proposed Action, approximately 1,650 feet of new road would be constructed. The road and harvest activity would be screened from view from the west by an unharvested buffer area. Log trucks would haul across public land to Garoutte Road, avoiding rural residences.

Hydrologic Resources. New road construction on public land would disturb a 14-foot wide area for the 110 feet of right-of-way. Compaction would increase only by a fraction of an acre. The risk of sediment reaching a stream channel would be very low. No impacts to stream temperature are anticipated. Minimal to no impacts would be expected to riparian vegetation, magnitude and timing of stream flows, or channel stability. The new road segment on public land would not extend the existing stream network. An increase in sedimentation from construction and use of the new road segment would be unlikely. The nearest stream that has connection to Mosby Creek is located approximately 1,400 feet to the south of the proposed new road construction.

Increased traffic on the existing gravel roads during periods of timber hauling would result in very minimal increases in erosion and sedimentation. Erosion/sedimentation from these existing roads would be expected to be very low. The haul route would be over paved roads, except for approximately one mile of gravel road. Paved roads have a very low potential for erosion or sedimentation. Because public access is restricted due to the gate on the -5 road, no long term

increase in traffic is expected.

Road construction on Estate lands would add approximately 0.75 acres of compaction to this watershed. This would increase the cumulative impact of compaction to the Mosby Creek Watershed, but only by a very small amount. The location of the new road would be on a gentle slope, except where it would be routed around the spring area.

Threatened or Endangered Fish and Wildlife Species. There would be no effect on threatened or endangered wildlife species as a result of this action. No suitable habitat for any threatened or endangered species would be removed during construction of the 110 feet of new road. The timber harvest on private land would degrade a minimal amount of northern spotted owl dispersal habitat, but the nearby BEHA would continue to provide the best quality dispersal habitat in the vicinity. The Proposed Action would not affect bald eagles, because the BEHA would not be affected and there are no nesting bald eagles.

The Proposed Action would protect water quality and fish-bearing habitat within the project area and at the 6th and 5th field watershed scale. There would be no hydrologic connection to critical habitat and no new road construction within 400 feet of any fish-bearing stream. Due to the extremely low potential for this project to cause sediment delivery to streams or influence existing substrate and channel morphology conditions within or near critical habitat, the Proposed Action would have no effect on Upper Willamette ESU spring chinook salmon and designated critical habitat. The Proposed Action is not likely to adversely affect Essential Fish Habitat.

Special Status Plants. The use of the existing road system would not affect special status plant species because there would be no change to the existing road prism. Road construction would not affect special status plant species because none were found during field surveys.

### **C. No Action Alternative**

Under the No Action Alternative, the road use grant would be denied and the private land owners would be restricted to developing access entirely on privately owned lands, which the Estate has indicated they would do. The following analysis is based upon that scenario.

Private Land. Under the No Action Alternative, approximately 3,750 feet of new road would be constructed. Constructing roads from the bottom would expose road cuts to view from the west and would also create holes through which the timber harvest would be visible. Additionally, the log trucks would pass within 70-80 feet of an existing residence, up to 10-12 times per day, subjecting the occupant to the noise and dust associated with large trucks.

Hydrologic Resources. More road building would occur under this alternative than under the Proposed Action. The road would be in close proximity to the area with annual scour and deposition near the west central boundary and also the dry draw near the south boundary. A total of approximately 1.75 acres of compaction would be added to this watershed under this alternative. This would add a slightly higher level of compaction to the watershed than the Proposed Action.

The road would be built on steeper topography than under the Proposed Action. The road constructed under the No Action Alternative would be closer to the dry draw located near the south boundary and closer to a short segment of "channel" located near the west central boundary than the road constructed under the proposed alternative. This "channel" has evidence of annual scour and deposition but is disconnected from other stream channels.

The risk of sedimentation would be slightly higher under this alternative than under the Proposed Action. Minimal to no impacts are expected to riparian vegetation, magnitude and timing of

stream flows, or channel stability. The increase in erosion/sedimentation from the usage of existing roads is likely to be very similar to the Proposed Action.

Threatened or Endangered Fish and Wildlife Resources. Impacts from the No Action Alternative would be the same as described under the Proposed Action.

Special Status Plants. Impacts from the No Action Alternative would be the same as described under the Proposed Action.

**Impact Comparison Table, Proposed Action vs. No Action Alternative**

Alternative	Roads	Visual Resource	Erosion & Sedimentation	Fish & Wildlife
Proposed Action	110' new construction on public land; 1,650' new construction on private land; haul route not near rural residences	New road construction, timber harvest not visible from west	Low to no impact to soils, streams, riparian vegetation; low risk of sedimentation; very minor increase in compaction from new road construction	No Effect
No Action	No new construction on public land; 3,750' new construction on private land; haul route adjacent to rural residence	Private land road construction would be visible from west, gaps in visual buffer would expose timber harvest to view	Slightly higher risk of sedimentation than the Proposed Action; slightly more compaction than the Proposed Action	No Effect

## VII. CONSULTATION AND COORDINATION

### A. List of Preparers

The following BLM resource specialists have examined the alternatives described in this assessment and have provided either written or verbal input used for developing effects analysis:

Participant	Title	Resource Values Assigned
Chuck Fairchild	Botanist	Special Status Plants
Steve Steiner	Hydrologist	Hydrology and Soils
Alison Center	Wildlife Biologist	Wildlife
Jeff Apel	Engineer	Roads
Rick Colvin	Landscape Planner	Writer
Mike Southard	Archaeologist	Cultural Resources
Chuck Vostal	Fisheries Biologist	Fisheries

Information on actions that would be conducted on private lands was provided by Mark Setchko, Consulting Forester, for the Polly Hatch Mosby Estate.

### B. Consultation

The Proposed Action would have “no effect” on threatened or endangered species, would not modify critical habitat for threatened or endangered species, and would not likely adversely affect Essential Fish Habitat. Therefore, consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service is not required.

### **C. Public Participation**

A public notice advertising the availability of this environmental assessment will appear in the Eugene Register-Guard on Wednesday, June 27, 2001. Additionally, the environmental assessment will be sent to the following list of individuals, groups and agencies.

Ann Mathews, Eugene, OR  
Carol Logan, Kalapooya Sacred Circle Alliance, Springfield, OR  
Chad Hanson, John Muir Project, Pasadena, CA  
Charles and Reida Kimmel, Eugene, OR  
Confederated Tribes of the Siletz, Siletz, OR  
Confederated Tribes of the Grand Ronde, Grand Ronde, OR  
Craig Tupper, Eugene, OR  
David Simone, Eugene, OR  
George Sexton, American Lands Alliance, Eugene, OR  
Governor's Forest Planning Team, Salem, OR  
Harold Schroeder, Eugene, OR  
James Johnston, Eugene, OR  
Jan Wroncy, Eugene, OR  
John Bianco, Creswell, OR  
John Poynter, Lorane, OR  
Kris and John Ward, Eugene, OR  
Lane County Land Management, Eugene, OR  
Neal Miller, Eugene, OR  
Oregon Dept. of Forestry, Springfield, OR  
Oregon Dept. of Fish and Wildlife, Springfield, OR  
Oregon Dept. of Environmental Quality, Portland, OR  
Oregon Natural Resources Council, Eugene, OR  
Pam Hewitt, Marcola, OR  
Peter Saraceno, Eugene, OR  
Robert Davison, Wildlife Management Institute, Bend, OR  
Roseburg Forest Products, Roseburg, OR  
Scott Lucas, Eugene, OR  
Sierra Club - Many Rivers Group, Eugene, OR  
Sondra Zemansky, Junction City, OR  
Swanson-Superior Forest Products, Inc., Noti, OR  
The Pacific Rivers Council, Eugene, OR

### **VIII. REFERENCES**

USDA, Forest Service and USDI Bureau of Land Management. February 1994. Final Supplemental Environmental Impact Statement on Management of Habitat for Late-Successional and Old-Growth Forest Related Species Within the Range of the Northern Spotted Owl. Portland, Oregon.

USDA, Forest Service and USDI Bureau of Land Management. April 1994. Record of Decision for Amendments to Forest Service and Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl.

USDI, Bureau of Land Management. November 1994. Eugene District Proposed Resource Management Plan/Environmental Impact Statement. Eugene District Office, Eugene, Oregon.

USDI, Bureau of Land Management. June 1994. Eugene District Record of Decision and Resource Management Plan. Eugene District Office, Eugene, Oregon.

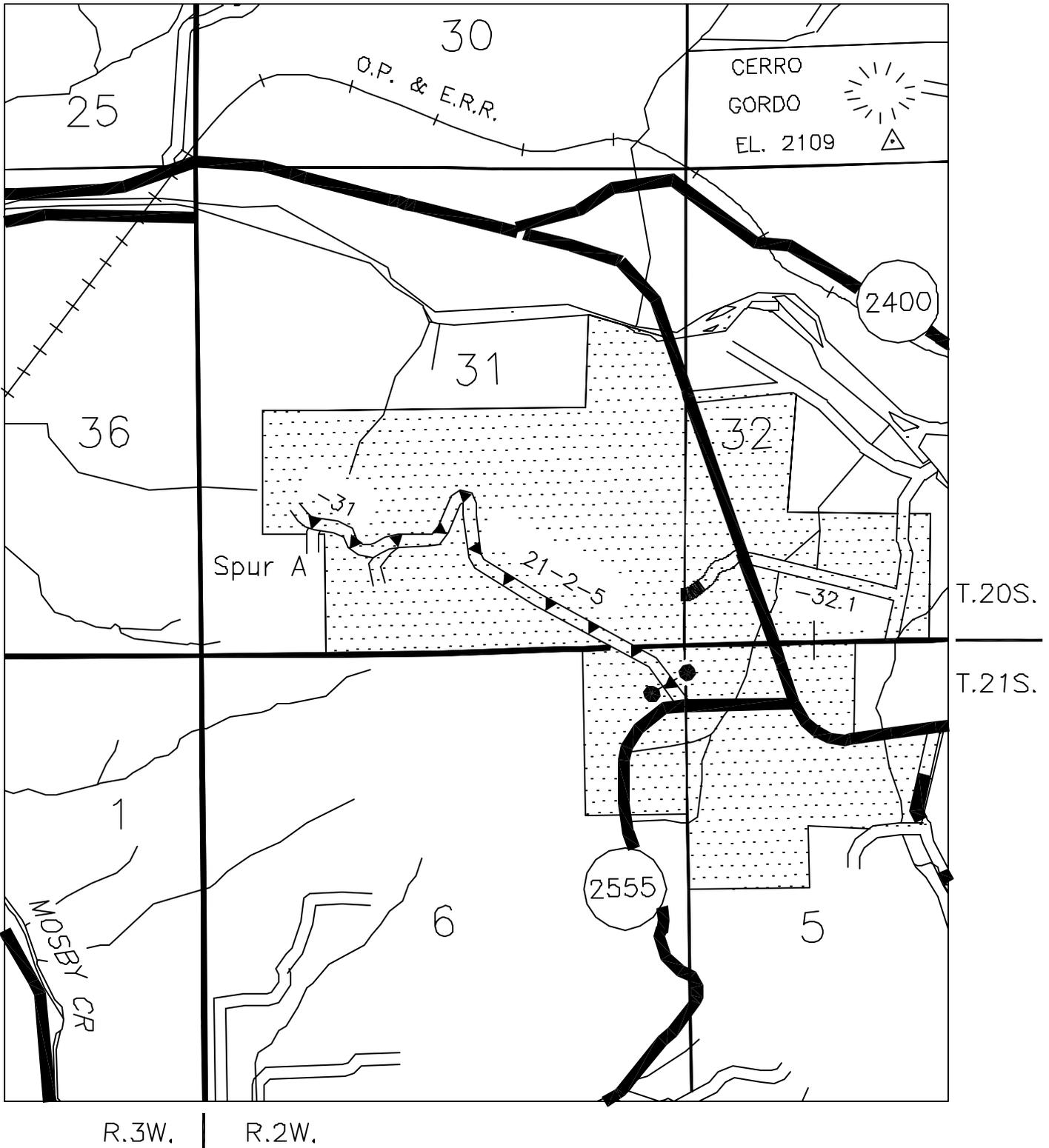
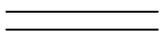


EXHIBIT A

-  UNITED STATES ROAD governed by OR 56775
-  COUNTY ROADS
-  ROCK SURFACE ROADS
-  NATURAL SURFACE ROADS



UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT

EUGENE DISTRICT EUGENE, OREGON

**MOSBY ESTATE**  
**RIGHT-OF-WAY GRANT OR 56775**

T. 20 S., R. 2 W., W.M.  
T. 21 S., R. 2 W., W.M.

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DESIGNED APFI DRAWN \_\_\_\_\_ CHECKED \_\_\_\_\_  
DATE 6/5/01 SHEET 1 OF 1

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
EUGENE DISTRICT OFFICE

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Finding of No Significant Impact

On the basis of the information contained in Environmental Assessment, and all other information available to me, it is my determination that implementation of the proposed action or alternatives will not have significant environmental impacts not already addressed in the *Record of Decision (ROD) for Amendments to Forest Service and Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl* (April 1994) and the *Eugene District Record of Decision and Resource Management Plan* (June 1995), with which this EA is in conformance, and does not, in and of itself, 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.

Field Manager: \_\_\_\_\_

Date: \_\_\_\_\_

**ENVIRONMENTAL ASSESSMENT NO. OR090-01-19**  
Road Right-of-Way Grant OR 56775

Prepared by  
Rick Colvin

June, 2001

United States  
Department of the Interior  
Bureau of Land Management  
Eugene District Office  
South Valley Resource Area