January 1996

prepared for:

U.S. Department of the Interior
Bureau of Land Management

Coos Bay District
1300 Airport Lane
North Bend, Oregon 97459

and

the Confederated Tribes of
Coos, Lower Umpqua
and Siuslaw Indians

prepared by:

SRI/SHAPIRO, Inc.

with funding provided by the
Economic Development Administration
(Grant Number 07-29-03468)

Final

Environmental Impact Statement for the Bal'diyaka Interpretive Center

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interest of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

BLM/OR/WA/PL-96/002+1792

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
COOS BAY DISTRICT OFFICE
1300 AIRPORT LANE
NORTH BEND, OREGON 97459-2000

IN REPLY REFER TO:
1791

January 31, 1996

Dear Reader:

Enclosed for you review is the Final Environmental Impact Statement for the proposed Bal'diyaka Interpretive Center. This final has been prepared in abbreviated form as provide for in regulation at 40 CFR 1503.4. Reference to the Draft Environmental Impact Statement for the Bal'diyaka Interpretive Center may be required.

If you desire assistance in understanding this document, you may contact the EIS Team Leader Daryl Albiston at (541) 756-0100. No public meetings or open houses are planned during the public comment period for this final EIS.

If you would like us to further consider your interests/concerns as the decision is made on this proposal, please identify them in writing within 30 days after the Environmental Protection Agency publishes its Notice of Availability in the Federal Register. It is anticipated that the Notice will be published on Friday, February 9, 1996, requiring that comments be submitted to this office by Monday, March 11, 1996.

Comments should be sent to:

Daryl Albiston, Umpqua Area Manager
Bureau of Land Management
1300 Airport Lane
North Bend, Oregon 97459

The final decision on this proposal will be based on the analysis in the EIS, any additional data available, public input, management feasibility, policy, and legal constraints. This decision will be documented in a published Record of Decision after the 30 day comment period for the final EIS. Copies of this Record of Decision will be made available to the public and mailed to all parties who received the final EIS.

Thank you for your continued interest in the management of public lands.

Sincerely,

Daryl L. Albiston
Umpqua Area Manager

FINAL

Environmental Impact Statement for the Bal'diyaka Interpretive Center at Gregory Point on the Oregon Coast in Coos County

Prepared for: Lead Federal Agency

United States Department of the Interior
Bureau of Land Management
Coos Bay District
1300 Airport Lane
North Bend OR 97459-2000 (503) 756-0100
Signing authority: Edward Shepard, District Manager

And

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Cooperating Agencies:

US Department of Transportation - US Coast Guard
Oregon State Parks and Recreation Department
Oregon Department of Fish and Wildlife
Oregon Department of Land Conservation and Development

Abstract:

The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, in partnership with the Coos Bay District of the Bureau of Land Management (BLM) are proposing to construct and operate an interpretive center near or on the South Coast of Oregon, near Coos Bay. The Bal'diyaka Interpretive Center is envisioned to contain a 51,000 square foot main building, a recreated coastal Indian village, an ethnobotanical interpretive trail, vehicular circulation and parking, and utilities infrastructure.

This Environmental Impact Statement analyzes four alternatives for this proposed interpretive center.

The proposed action of the BLM would locate the Bal'diyaka Interpretive Center on Gregory Point, which is an approximately 30-acre headland area north of Sunset Bay, west of Cape Arago Highway and south of Lighthouse Way.

Alternative #1, the Yoakam Point site, is approximately 25 acres and is located 0.5 mile north of the Gregory Point site, along the Cape Arago Highway. The site is bounded by Cape Arago Highway to the south, the Pacific Ocean to the north, private residences to the west and Bastendorff Beach to the east.

Alternative #2, the Coos Head site, is located approximately 1.5 miles east of the Gregory Point site, off the Cape Arago Highway. The site is approximately 25 acres and is bounded by Bastendorff Beach to the north and west, the U.S. Air Force facility at Coos Head to the east, and private residences to the south.

In addition to the proposed action and two alternatives described above, a No Action Alternative was considered.

FINAL

Environmental Impact Statement for the Hal'dizyala Interpretive Center at Heceta Point on the Oregon Coast in Lane County

Prepared for: Lead Federal Agency

United States Department of the Interior
Bureau of Land Management
Coos Bay District
1300 Airport Lane
North Bend, OR 97459-2000 (541) 756-0100
Attention: Sandra Scott, Project Manager

And

Cooperating Agencies:

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

US Department of Transportation - US Coast Guard
Oregon State Parks and Recreation Department
Oregon Department of Fish and Wildlife
Oregon Department of Land Conservation and Development

Abstract:

This draft joint federal/state of Coos, Lower Umpqua and Siuslaw Indians, in partnership with the Coos Bay District of the Bureau of Land Management (BLM) are proposing to construct and operate an interpretive center near Heceta Point on the South Coast of Oregon, near Florence. The site of Cooper Gage Interpretive Center is proposed to contain a 31,000 square foot main building, a lighted tower, parking, and trails. The alternatives include interpretive and recreational facilities, parking, and trails. Interpretive.

The Environmental Impact Statement analyzes four alternatives, including a proposed interpretive center.

The proposed action of the BLM would lease the Hal'dizyala Interpretive Center to Oregon State, which is an environmentally friendly building with roofs of Sitka Spruce logs, west of Cape Arago Highway and south of Lighthouse Way.

Alternative #1, the Visitor Use Site, is approximately 25 acres and is located 1.5 mile north of the Oregon State Visitor Center, near the Cape Arago Highway. The site is bounded by Cape Arago Highway to the south, the Pacific Ocean to the north, public facilities to the west and undeveloped lands to the east.

Alternative #2, the Coos Head site, is located approximately 1.5 miles east of the Oregon State Visitor Center, Cape Arago Highway. The site is approximately 25 acres and is located in the Siuslaw National Forest on the north and west, the U.S. Air Force facility at Coos Head to the east, and private residences to the south.

In addition to the proposed action and two alternatives described above, a No Action Alternative was considered.

This EIS is intended to fulfill other environmental review requirements such as the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), and other environmental review laws and Executive Orders. The review and consultation requirements of the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.) require the preparation of a separate Biological Assessment to be reviewed by the US Fish and Wildlife Service.

Issued: January 31, 1996

Comments must be received by: March 11, 1996

Note: This document was prepared by professional consultants under contract to The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians through Economic Development Administration Adjustment Strategy Grant Number 07-29-03468. The statements, findings, conclusions, recommendations, and other data in this report are those of the contractor, the BLM and the Confederated Tribes and do not necessarily reflect the views of the Economic Development Administration.

Additional resources for the completion of this report were made possible through the Coos Curry Douglas Business Development Corporation, Regional Strategies Board and the Oregon Economic Development Department, Lottery Funding.

Executive Summary

EXECUTIVE SUMMARY

DESCRIPTION OF PROJECT

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians, in partnership with the Coos Bay District of the Bureau of Land Management (BLM) are proposing to construct and operate an interpretive center on the south coast of Oregon, near Coos Bay (Figure ES-1). The proposed Bal'diyaka Interpretive Center would provide a multi-faceted heritage tourism facility. The center would interpret the natural history of Oregon's southern coast; the cultural heritage of the Coos, Lower Umpqua, and Siuslaw Indians; and the history of local U.S. Coast Guard activities. As many as 266,000 people per year are expected to visit the center, which would generate economic benefits to the community.

PURPOSE AND NEED

The purpose of the proposed action is to construct and operate an interpretive center that presents the following: the natural history of Oregon's southern coast; the cultural heritage of the Coos, Lower Umpqua, and Siuslaw Indians; and local U.S. Coast Guard history.

The need for the proposed action is to provide historic accuracy and authenticity, preserve and restore tribal culture, satisfy the demands for heritage tourism and eco-tourism, deliver a high quality education and recreation experience, and develop economic opportunities for the community.

PROPOSED ACTION (BLM PREFERRED ALTERNATIVE)

The Preferred Alternative is to construct the proposed interpretive center at Gregory Point, on the south coast of Oregon, near Coos Bay. This site was chosen because of its historical significance to the Confederated Tribes (it contains an ancient Coos Tribe village and an area reserved as a tribal cemetery) and its location in relation to the existing Cape Arago Lighthouse and former U.S. Life-Saving Service Station. The proposed Bal'diyaka Interpretive Center would be located on the approximately 30-acre headland area north of Sunset Bay, west of Cape Arago Highway, and south of Lighthouse Way.

The interpretive center would contain the following elements:

- A 51,000-square-foot interpretive center building;
- A recreated coastal Indian village;
- An ethnobotanical interpretive trail;
- Vehicular circulation and parking; and
- Utilities and infrastructure.

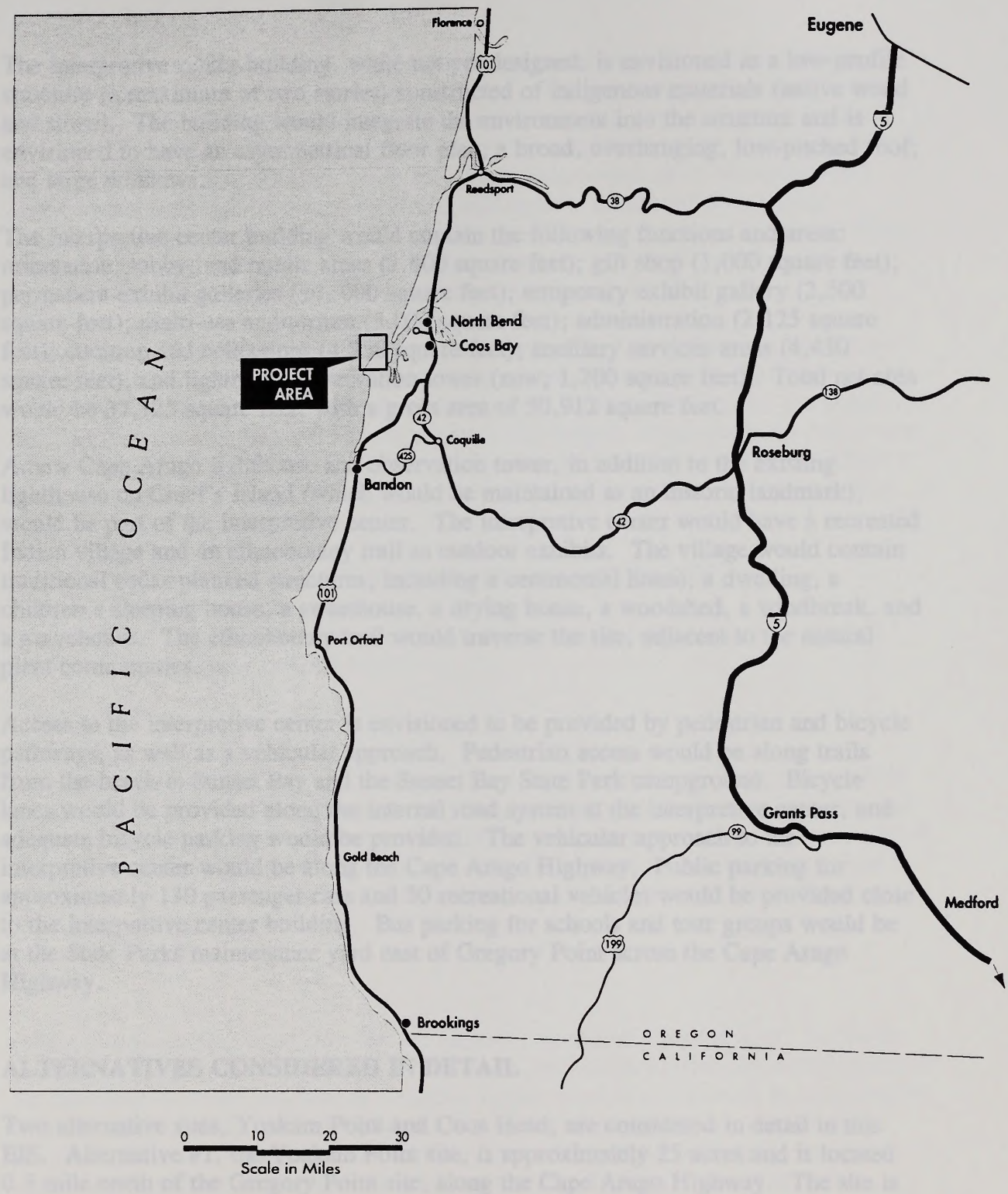

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FIGURE

Regional Location Map

ES-1

SRI/SHAPIRO INCORPORATED

The interpretive center building, while not yet designed, is envisioned as a low-profile structure (a maximum of two stories) constructed of indigenous materials (native wood and stone). The building would integrate the environment into the structure and is envisioned to have an asymmetrical floor plan; a broad, overhanging, low-pitched roof; and large windows.

The interpretive center building would contain the following functions and areas: orientation, lobby, and public areas (2,600 square feet); gift shop (1,000 square feet); permanent exhibit galleries (14, 000 square feet); temporary exhibit gallery (2,500 square feet); multi-use auditorium (5,000 square feet); administration (2,125 square feet); curation and collections (4,250 square feet); ancillary services areas (4,450 square feet); and lighthouse/observation tower (new; 1,200 square feet). Total net area would be 37,125 square feet, with a gross area of 50,912 square feet.

A new Cape Arago lighthouse and observation tower, in addition to the existing lighthouse on Chief's Island (which would be maintained as an historic landmark), would be part of the interpretive center. The interpretive center would have a recreated Indian village and an ethnobotany trail as outdoor exhibits. The village would contain traditional cedar-planked structures, including a ceremonial house, a dwelling, a children's sleeping house, a sweathouse, a drying house, a woodshed, a windbreak, and a gravehouse. The ethnobotany trail would traverse the site, adjacent to the natural plant communities.

Access to the interpretive center is envisioned to be provided by pedestrian and bicycle pathways, as well as a vehicular approach. Pedestrian access would be along trails from the beach at Sunset Bay and the Sunset Bay State Park campground. Bicycle lanes would be provided along the internal road system at the interpretive center, and adequate bicycle parking would be provided. The vehicular approach to the interpretive center would be along the Cape Arago Highway. Public parking for approximately 130 passenger cars and 50 recreational vehicles would be provided close to the interpretive center building. Bus parking for schools and tour groups would be at the State Parks maintenance yard east of Gregory Point across the Cape Arago Highway.

ALTERNATIVES CONSIDERED IN DETAIL

Two alternative sites, Yoakam Point and Coos Head, are considered in detail in this EIS. Alternative #1, the Yoakam Point site, is approximately 25 acres and is located 0.5 mile north of the Gregory Point site, along the Cape Arago Highway. The site is bounded by Cape Arago Highway to the south, the Pacific Ocean to the north, private residences to the west and Bastendorff Beach to the east. All of the interpretive center elements described for the Preferred Alternative, except for use of the existing lighthouse, pedestrian access from Sunset Bay, and improvements to Lighthouse Way, would be incorporated at Yoakam Point. Bus parking for schools and tour groups would be off-site at an existing parking lot in Charleston.

The interpretive center building, which has not yet developed, is envisioned as a low-profile structure (a maximum of two stories) constructed of indigenous materials, mainly wood and stone. The building would incorporate the surroundings into the structure and is envisioned to have an asymmetrical floor plan, a broad, overhanging, low-pitched roof, and large windows.

The interpretive center building would contain the following functions and areas: orientation, lobby, and public areas (2,000 square feet); gift shop (1,000 square feet); permanent exhibit galleries (14,000 square feet); temporary exhibit gallery (2,500 square feet); multi-use auditorium (3,000 square feet); administration (2,125 square feet); curation and collections (4,250 square feet); ancillary storage areas (4,250 square feet); and lighthouse observation tower (1,500 square feet). Total net area would be 32,125 square feet, with a gross area of 37,912 square feet.

A new Cape Arago lighthouse and interpretive tower, to be located in the existing lighthouse on Lighthouse Island (see 3) would be built [illegible] to be historically accurate, as well as part of the interpretive center. The interpretive center would have a restored Indian village on an adjacent trail to Coalbank Slough. The village would contain traditional [illegible] structures including a ceremonial lodge, a hunting, a [illegible], a [illegible], a [illegible], and a [illegible]. The [illegible] would traverse the site adjacent to the natural plant communities.

Access to the interpretive center is envisioned to be provided by pedestrian and vehicle pathways, as well as by a vehicular gateway. Pedestrian access would be along trails from the beach at Simpson Park and the Bureau of State Park Campground. Bicycle racks would be provided along the internal road system at the interpretive center, and adequate vehicle parking would be provided. The vehicular approach to the interpretive center would be along the Cape Arago Highway. Public parking would accommodate 150 passenger cars and 30 recreational vehicles, and would be provided close to the interpretive center building. Bus parking for school and tour groups would be at the State Park campground and east of Lighthouse Point across the Cape Arago Highway.

ALTERNATIVES CONSIDERED IN DETAIL

Two alternative sites, Yachats Point and Coos Head, are considered in detail in this EIS. Alternative 1, the Yachats Point site, is approximately 25 acres and is located 1.5 miles north of the Oregon Dunes site, along the Cape Arago Highway. The site is bounded by Cape Arago Highway to the south, the Pacific Ocean to the north, private residences to the west, and Hauserman Road to the east. Most of the interpretive center elements described in the Proposed Action, except for use of the existing lighthouse, would be the same from Yachats Point and improvements to Hauserman Road would be the same at Yachats Point. The number of exhibits and other [illegible] would be different in an existing building for at Hauserman.

Alternative #2, the Coos Head site, is located approximately 1.5 miles east of the Gregory Point site, off the Cape Arago Highway. The site is approximately 25 acres and is bounded by Bastendorff Beach to the north and west, the Oregon Air National Guard facility at Coos Head to the east, and private residences to the south. As with the Yoakam Point site, the Coos Head site would incorporate all of the interpretive center elements described for the Preferred Alternative, except for the existing lighthouse, pedestrian access from Sunset Bay, and improvements to Lighthouse Way; bus parking would be off-site at an existing parking lot in Charleston. In addition, pedestrian access may be provided from Bastendorff Beach Park.

In addition to the proposed action and two alternatives described above, a No Action Alternative was considered. In this alternative, none of the elements discussed for the Preferred Alternative would be implemented and the Yoakam Point and Coos Head sites would remain in their existing conditions. At Gregory Point under the No Action Alternative, the U.S. Coast Guard plans to abandon the existing lighthouse on Chief's Island and replace it with a steel tower, which would be constructed on the mainland.

SUMMARY AND COMPARISON OF POTENTIAL IMPACTS

A comparison of potential impacts relative to the No Action Alternative is included below and summarized in Table ES-1.

Geology

Potential impacts of the interpretive center on geology are minor to moderate at all of the alternative sites, but may be greater at Gregory Point and Yoakam Point. Because these two sites are subject to wave erosional forces, changes to vegetation near the bluff line (due to visitors going off the trails and near the edge of the headland) may lead to increased erosion and sloughing of the headland in comparison to the Coos Head and No Action alternatives.

Soils

Potential impacts due to soil erosion are minor to moderate at all the sites. However, because of the presence of several water features on the Coos Head site, construction of the interpretive center may lead to a slightly higher level of soil erosion in comparison to the Gregory Point, Yoakam Point and No Action alternatives. All sites have the potential of trees being blown over; however, all of the action alternatives would not result in a significant increase in windthrown timber. The No Action Alternative would not increase effects on soils above the existing conditions.

Groundwater

Potential impacts on groundwater by construction or use of the interpretive center are minor at all the sites. The No Action Alternative would not result in any effect on groundwater.

Table ES–1. Comparison of Impacts

Element	Proposed Action	Alternative		
		Yoakam Point	Coos Head	No Action
Geology	–2	–2	–1	0
Soils:				
Erosion Potential	–1	–1	–2	0
Windthrow	–2	–2	–2	0
Ground Water	–1	–1	–1	0
Surface Water	–1	–1	–2	0
Vegetation	–3	–2	–2	0
Wildlife:				
Habitat	–2	–2	–3	0
RTE Species	–2	–2	–1	0
Wetlands	–1	–1	–2	0
Aquatic Ecology	–2	–2	–1	0
Air Quality	–1	–1	–1	0
Cultural Resource	–3	–2	–1	0
Paleontological	–2	–2	–1	0
Social and Economic Values	+3	+3	+3	0
Land Use:				
Adjacent Land Use	–1	–1	–1	0
Change in Existing Land Use	–1	–2	–2	0
Recreation:				
Opportunity	+3	+2	+2	0
Use of Existing Facilities	–1	–1	–1	0
Visual:				
Intrusion of View Shed	–1	–2	–3	–1
View of Existing Lighthouse	+5	+3	+1	0
Infrastructure	–2	–2	–1	0
Access	–1	–1	–2	0
Noise	–1	–1	–1	0
Hazardous Materials	–2	–1	–1	–1

Level of Impact = 0–5
0 = No Change from Baseline Impact Level
5 = Highest Change from Baseline Impact Level
– = Adverse Impact
+ = Positive Impact

Table E5–1. Comparison of Impacts

Element	Impact-not Action	Alternative Tucson/Pima	Coco Head	Fin Anline
Geology	-2	-2	-1	0
Soils:				
Erosion Potential	-1	-1	-2	0
Vegetation	-2	-2	-2	0
Ground Water	-1	-1	-1	0
Surface Water	-2	-1	-2	0
Vegetation	-2	-2	-2	0
Wildlife:				
Habitat	-2	-2	-2	0
T&E Species	-2	-2	-1	0
Wetlands	-1	-1	-2	0
Aquatic Biology	-2	-2	-1	0
Air Quality	-1	-1	-1	0
Cultural Resources	-2	-2	-1	0
Recreational	-2	-2	-1	0
Socio-cultural Economic Values	-2	-1	-2	0
Land Use:				
Vacant Land Use	-1	-1	-1	0
Change of Vacant Land Use	-1	-1	-2	0
Recreation:				
Opportunity	+1	+1	+2	0
Use of Existing Facilities	-1	-1	-1	0
Visual:				
Intrusion of Visual	-1	-2	-2	-1
Visual Impact Mitigation	+1	+1	-1	0
Infrastructure	-1	-2	-1	0
Access	-1	-1	-2	0
Noise	-1	-1	-1	0
Hazardous Waste	-2	-1	-1	-1

Legend of Impact = D-5

0 = Not Impacted (Impact Equal to Zero)

1 = Minimal (2 Miles from Boundary Impact Zone)

2 = Substantial

3 = Immediate Impact

Surface Water

Potential impacts due to soil erosion are minor at all the sites. However, because of the presence of several water features on the Coos Head site, construction of the interpretive center may lead to increased soil erosion and runoff of construction machinery pollutants in comparison to the Gregory Point, Yoakam Point, and No Action alternatives. The No Action Alternative would not result in any effect on surface water.

Vegetation

Potential impacts on vegetation are similar for all the alternatives. However, a greater proportion of forest exhibiting old growth characteristics would be affected on Gregory Point. Approximately five acres of forest would be cleared for construction of the interpretive center on any of the sites. The No Action Alternative would not result in any effect on vegetation.

Wildlife

While the area of vegetative disturbance is approximately the same at all the sites, the disturbance to habitat due to fragmentation varies. Because of the relative size and placement of the interpretive center on the sites, the potential impact on habitat is most severe at the Coos Head site and least severe at the Gregory Point site. Potential impacts on rare, threatened or endangered species known to use the sites are minimal to moderate at all the sites, depending on species, and are primarily related to direct and/or indirect disturbance. Potential impacts on rare, threatened or endangered species for which suitable habitat is present, but has not been observed on the sites, range from minimal to high, depending on the species. The probability of these species actually using the sites is unknown. The No Action Alternative would not result in any effect on wildlife.

Wetlands

Direct filling of wetlands would not occur on any of the sites, including the No Action Alternative. Potential for indirect impacts is higher at the Coos Head site, because it contains water features, which may receive sediments during construction. Indirect impacts on wetlands on Gregory Point are possible, although these would be minor due to the wetland's small size and the relatively level topography of the site.

Aquatic Ecology

Potential impacts on aquatic ecosystems in the vicinity of all the sites are minor, but may be greater at Gregory Point and Yoakam Point. The rocky intertidal shores of these two sites are more sensitive to trampling than the sandy shores near Coos Head. The No Action alternative would not result in any effect on aquatic ecosystems of the region.

Surface Water

Potential impacts due to soil erosion are minor at all the sites. However, because of the presence of several water features on the Cove Head site, construction of the interpretive center may lead to increased soil erosion and risk of sedimentation, secondary pollutants in conjunction or the Gregory Point, Tilesian Point, and No Action alternatives. The No Action Alternative would not have an effect on surface water.

Vegetation

Potential impacts to vegetation are similar for all the alternatives. However, a greater proportion of forest establishing mid growth deciduous would be affected on Gregory Point. Approximately five acres of forest would be cleared for construction of the interpretive center on any of the sites. The No Action Alternative would not result in any effect on vegetation.

Wildlife

While the area of vegetative disturbance is approximate in the same at all the sites, the distinction in habitat use is focused on variety. Because of the relative size and placement of the interpretive center on the sites, the potential impact on habitat is more so at the Cove Head site and less at Tilesian and the Gregory Point site. Potential impacts to fish, mammal or amphibian species known to use the sites are expected to be minimal in all the sites, regardless of species, and are primarily related to short term disturbance. Potential impacts to rare, threatened or endangered species are unlikely but possible to present, but has not been observed on the sites. Impacts from minimal to high, depending on the species. The protection of these species actually make the sites a unknown. The No Action Alternative would not result in any effect on wildlife.

Wetlands

Direct filling of wetland would not occur on any of the sites, including the No Action Alternative. Potential for indirect impacts is similar at the Cove Head site, because of wetlands water features, which may receive sediment from construction. Indirect impacts on wetlands on Gregory Point are possible, although these would be minor due to the wetland's small size and the relatively level topography of the site.

Aquatic Ecology

Potential impacts to aquatic ecosystems in the vicinity of all the sites are minor, but may be greater at Gregory Point and Tilesian Point. The most vulnerable channel closer to these two sites are more sensitive to sedimentation than the sandy shore Cove Head. The No Action Alternative would not result in any effect on aquatic ecosystems of the region.

Air Quality

Potential impacts due to air quality are minor at all the sites. The No Action Alternative would not result in any effect on air quality.

Cultural Resources

Potential impacts on archaeological and historical resources by vandalism or trampling are greatest at Gregory Point, because of the presence of resources at or near the site. Yoakam Point also has a cultural resources presence and the use of the interpretive center may affect those resources. Coos Head has no known cultural resources and use of the site would result in minor potential impact. The No Action Alternative would not increase effects on cultural resources of the region.

Paleontological Resources

Potential impacts on paleontological resources by construction or use of the interpretive center are minor at all the sites, but may be greater at Gregory Point and Yoakam Point. These two sites are subject to more erosion, which may expose fossil resources to visitors. The No Action Alternative would not increase effects on paleontological resources.

Social and Economic Values

Construction and use of the interpretive center would have the same positive economic effect, regardless of the site selected. The interpretive center would increase tourism in the region and provide long-term, on-site employment opportunities compared to the No Action Alternative.

Land Use

Potential impacts on land use are minor at all the sites. Adjacent recreational and residential land uses would be affected at all the sites to the extent that the proposed use represents an increase in intensity from the existing use. However, the facilities would not be visible from adjacent areas because of buffering provided by heavy forest cover. Change in existing use would be less at the Gregory Point site than at either Yoakam Point or Coos Head, because the site already is partially developed with U.S. Coast Guard facilities. The No Action Alternative would not accelerate effects on land use.

Recreation

Potential impact on recreational opportunity is expected to be positive at all the sites, because a new facility would be available as a tourist attraction; however, the Gregory Point Site would have the greatest positive effect since it provides limited access to the historic lighthouse. Increased tourism resulting from the interpretive center likely

would result in increased use of surrounding facilities, some of which are at or near capacity. This impact on nearby facilities is considered negative, because increased use potentially would not be accommodated at certain times of year. The No Action Alternative would not accelerate effects on recreation beyond the existing growth in demand.

Visual Resources

Potential impacts on visual resources are minor for all the sites; however, because the project would be most visible at the Coos Head site, it would be most affected. At all the sites, the most prominent visual feature would be the proposed observation tower, which would be visible above the tree line. At both the Yoakam Point and Coos Head sites, the interpretive center also would be visible from certain locations. The project would not be visible from Cape Arago Highway at the entrance of any of the sites. The visual contrast rating for vegetative and structural changes at all three sites is considered either weak, weak to moderate, or moderate. Under the No Action Alternative the U.S. Coast Guard plans to abandon the existing lighthouse on Chief's Island and replace it with a steel tower, which would be constructed on Gregory Point. The steel tower would be visible above the tree line.

The action alternatives would provide scenic views of the coast line and the existing lighthouse. The views of the lighthouse would be most direct from Gregory Point.

Infrastructure

Impacts on infrastructure are minor for all sites. In general, water, telephone, electric and sewer service would need to be extended to all the sites, or existing lines would need to be upgraded. Gregory Point and Yoakam Point currently have more limited access to utilities than the Coos Head site, because the area surrounding it is more developed. The No Action Alternative would not result in any effect on infrastructure.

Access

Both the Gregory Point and Yoakam Point sites have direct access from Cape Arago Highway; access to the Coos Head site is via Coos Head Road. The primary difference in impact between the alternatives is due to existing background traffic volumes. At the Gregory Point and Yoakam Point sites, the increase in daily traffic is expected to be between 75 and 140%, and the level of service would remain the same. Whereas, the increase in daily traffic at the Coos Head site would be between 40 and 75%, but the level of service would decrease from A to B. No traffic operations impacts requiring intersection or highway mitigation are expected at any of the sites; however, detailed site design may include a deceleration lane for southbound traffic entering the proposed interpretive center at Gregory Point or Yoakam Point. The No Action Alternative would not result in any effect on access.

would result in increased use of surrounding facilities, some of which are at or near capacity. This impact on nearby facilities is considered significant, because increased use potentially would not be accommodated in certain areas of town. The No Action Alternative would not accelerate effects on recreation beyond the existing growth in demand.

Visual Resources

Potential impacts to visual resources are minor for all the sites. However, because the projects would be most visible at the Cape Neddick site, it would be most affected of the sites, the most interesting visual feature would be the proposed observation tower which would be visible from the beach. At Fort de Western Road and Cape Neddick sites, the transmission structures would be visible from certain locations. The project would not be visible from Cape Arago Highway at the east end of the area. The Final Cypress Point operational and structural changes at all three sites is considered short term, West to moderate, or moderate. Under the No Action Alternative the U.S. Coast Guard plans to relocate the existing lighthouse on Chief's Island and replace it with a new tower, which would be constructed on Cypress Point. The visual impacts would be similar above the tree line.

The action alternatives would provide scenic views of the coast line and the existing lighthouse. The views of the lighthouse would be most dirty from Gregory Point.

Infrastructure

Impacts on infrastructure are minor for all sites. Electrical, water, telephone, cellular and other services would need to be extended to all the sites, or existing lines would need to be upgraded. Gregory Point and Western Point currently have some limited access to utilities from the Cape Neddick site, because the area surrounding it is more developed. The No Action Alternative would produce no or in any effect on infrastructure.

Access

Both the Gregory Point and Western Point sites have direct access from Fort Avenue. Gregory, access to the Cape Neddick site is via Cape Neddick Road. The proximity difference in travel between the alternatives is due to an extra [illegible] traffic volume. At the Gregory Point and Western Point sites, the increase in traffic volume is expected to be between 20 and 40 trips. and the level of service would be more than A or B. Traffic generated by the Cape Neddick site would increase traffic at the Cape Neddick Road intersection by 25% and the level of service would be [illegible] from A to B. Pedestrian [illegible] [illegible] intersection or roadway [illegible] are expected at any of the sites. However, [illegible] [illegible] alternative would [illegible] Point or Western Point. The No Action Alternative would [illegible] in any effect on access.

Noise

Construction noise would occur at all the sites; however, this impact would be minor and of limited duration. General background noise associated with the new interpretive center also would increase once it is completed. The largest noise level increase at all the sites would likely be related to increased vehicle trips and parking lot activity. The No Action Alternative would not result in any effect on noise.

Hazardous Materials

Potential impacts from hazardous materials are minor at all the sites. Impacts would be slightly higher at the Gregory Point site because removal of an underground storage tank, demolition of housing units, and potential removal of a water line would be necessary. The No Action Alternative may result minor effects on hazardous materials due to the abandonment of the existing lighthouse and construction of the replacement steel tower. This construction would most likely require the removal of the underground storage tank.

Table of Contents

Section 1.0

Introduction

1.0 INTRODUCTION

1.1 Purpose and Content of the Final Environmental Impact Statement

This document, the Final Environmental Impact Statement for the Bal'diyaka Interpretive Center, was prepared in accordance with The National Environmental Policy Act (NEPA) and the Department of the Interior guidelines (516 DM 1-7). The Final Environmental Impact Statement (FEIS) consists of the Draft Environmental Impact Statement (DEIS) document as supplemented by this FEIS. The DEIS is not reproduced is this FEIS document in order to minimize expenditure and use of resources. The DEIS document is available from the Umpqua Area Manager, Bureau of Land Management, Coos Bay District, 1300 Airport Lane, North Bend, Oregon 97459.

The FEIS contains the following:

- Executive Summary of the DEIS, as modified to incorporate suggested comments;
- Description of the Preferred Alternative, Section 2.0;
- Additions and clarifications to the DEIS, Section 3.0;
- Comments received during the public comment period and public hearing, and responses to those comments, Section 4.0; and
- References used to prepare the FEIS, Section 5.0.

The Bureau of Land Management, in close coordination with the Confederated Tribes and the other partners in this proposed project, will use this FEIS as a basis of decision on the Bal'diyaka Interpretive Center. A Record of Decision (ROD) will be filed reporting the site selection and mitigation measures to be implemented, and documenting the rationale for its selection. The approved action in the ROD will be consistent with federal, Tribal, state, and local plans, programs, and policies.

1.2 History of Project

In 1989, Confederated Tribes' former representatives (Chief Bill Brainard and Tribal Administrator Joseph Miller) discussed the interpretive center concept and possible locations with U.S. Senator Mark Hatfield (Oregon) and representatives of Senators Bob Packwood (Oregon) and Daniel Inouye (Hawaii), as well as Congressman Peter DeFazio (Oregon). In 1990, the Confederated Tribes were awarded a grant from the National Endowment for the Humanities for cultural studies.

In 1991, the Confederated Tribes met with representatives of the U.S. Coast Guard, BLM, U.S. Forest Service, National Park Service, Oregon Parks and Recreation Department, and the Governor of Oregon to discuss the interpretive center. The Tribal Council unanimously voted in that year to invite the BLM to be their lead federal partner for a joint venture of a Tribal/Federal interpretive center. In August 1991, the BLM became involved in the interpretive center project.

In 1991 and 1992 a master plan for the interpretive center was developed. The master plan process included four phases:

- Phase I - Program Definition and Research
- Phase II - Development of Project Scope, Vision, and Design Concepts
- Phase III - Facility Recommendations
- Phase IV - Master Plan Publication

During the master planning process, the Confederated Tribes and the BLM formed two groups: the Executive Committee, comprised of the BLM, Confederated Tribes, U.S. Coast Guard, and, initially, Oregon Parks and Recreation Department; and the Technical Advisory Committee, comprised of representatives of the Confederated Tribes, BLM, U.S. Coast Guard, Bureau of Indian Affairs, U.S. Forest Service, Oregon Parks and Recreation Department, Oregon Institute of Marine Biology, U.S. Fish and Wildlife Service, Bay Area Chamber of Commerce, Coos Art Museum, U.S. Senators and Congressman, and private citizens.

In 1992 the master plan for the Bal'diyaka Interpretive Center at Gregory Point was published. This plan recommended that an Environmental Impact Statement be prepared for the proposed project.

In October 1995 a DEIS was issued. Comments regarding the DEIS were received during the 60-day comment period (October 6, 1995 to December 6, 1995) and at the public hearing held on November 8, 1995. This FEIS addresses those comments.

Section 2.0

Alternatives Considered in Detail

2.0 ALTERNATIVES CONSIDERED IN DETAIL

2.1 Proposed Action (BLM Preferred Alternative)

The Confederated Tribes and the BLM are proposing to construct and operate an interpretive center at Gregory Point, on the south coast of Oregon, near Coos Bay. This site is the Preferred Alternative due to its historical significance to the Confederated Tribes (it contains an ancient Coos Tribe village and an area reserved as a tribal cemetery) and its location in relation to the existing Cape Arago Lighthouse and former U.S. Life-Saving Service Station. The proposed Bal'diyaka Interpretive Center would be located on the approximately 30-acre headland area north of Sunset Bay, west of Cape Arago Highway, and south of Lighthouse Way (Figure 1). The proposed interpretive center would provide a multi-faceted heritage tourism facility. The center would interpret the natural history of the south Oregon coast, the cultural heritage of the Coos, Lower Umpqua, and Siuslaw Indians, and the local U.S. Coast Guard.

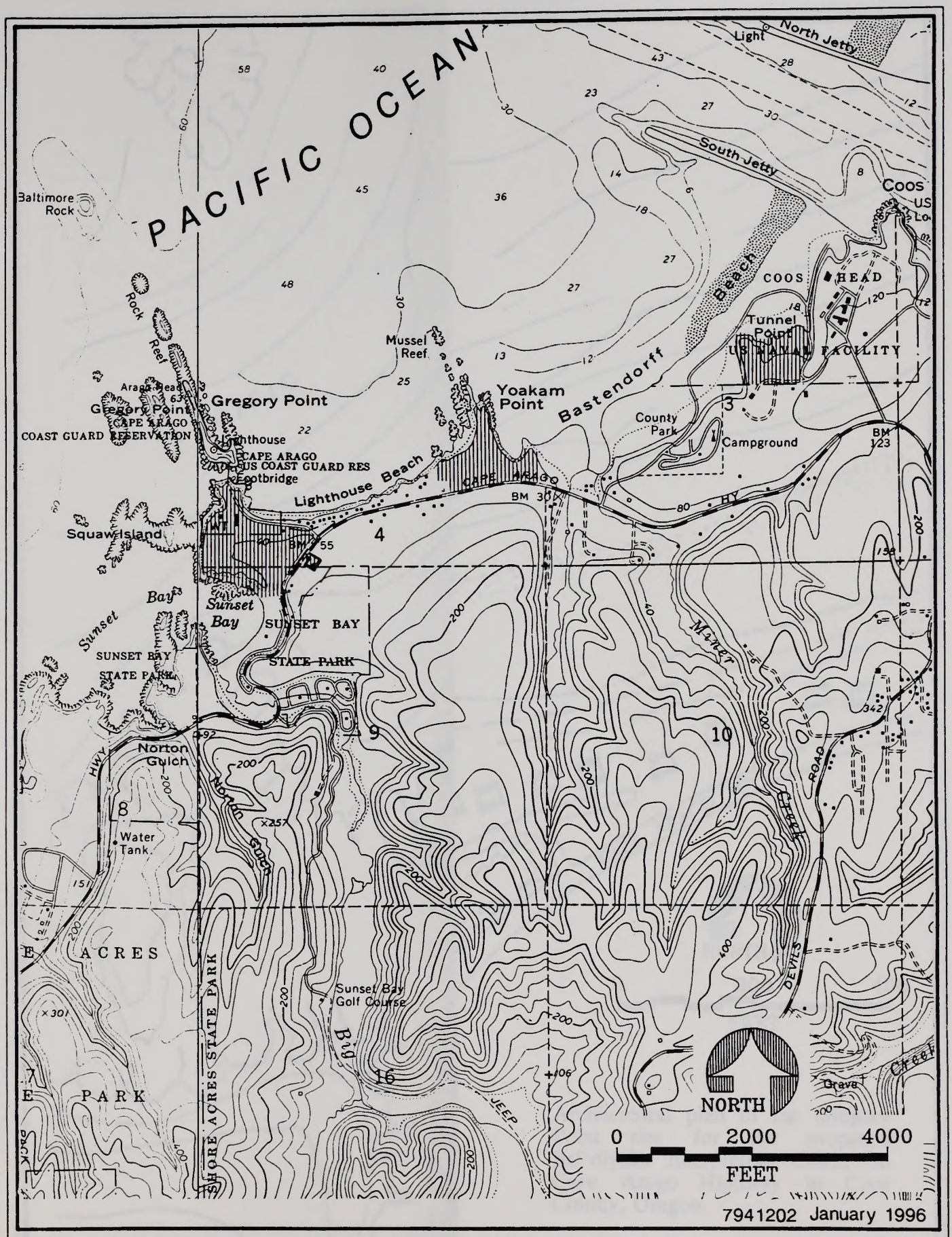
The interpretive center would contain the following elements:

- A 51,000-square-foot interpretive center building;
- A recreated coastal Indian village;
- An ethnobotanical interpretive trail;
- Vehicular circulation and parking; and
- Utilities and infrastructure.

The interpretive center building would be partially located on the site of the existing U.S. Coast Guard housing unit, which would be demolished prior to construction. The interpretive center building would be oriented on the property to allow views of the lighthouse, as well as the coast (Figure 2). The building, while not yet designed, is envisioned as a low-profile structure (a maximum of two stories) constructed of indigenous materials (native wood and stone). The building would integrate the environment into the structure and is envisioned to have an asymmetrical floor plan; a broad, overhanging, low-pitched roof; and large windows (Figure 3). The interpretive center building would contain the functions and areas listed in Table 1:

Table 1. Summary of Building Functions and Areas

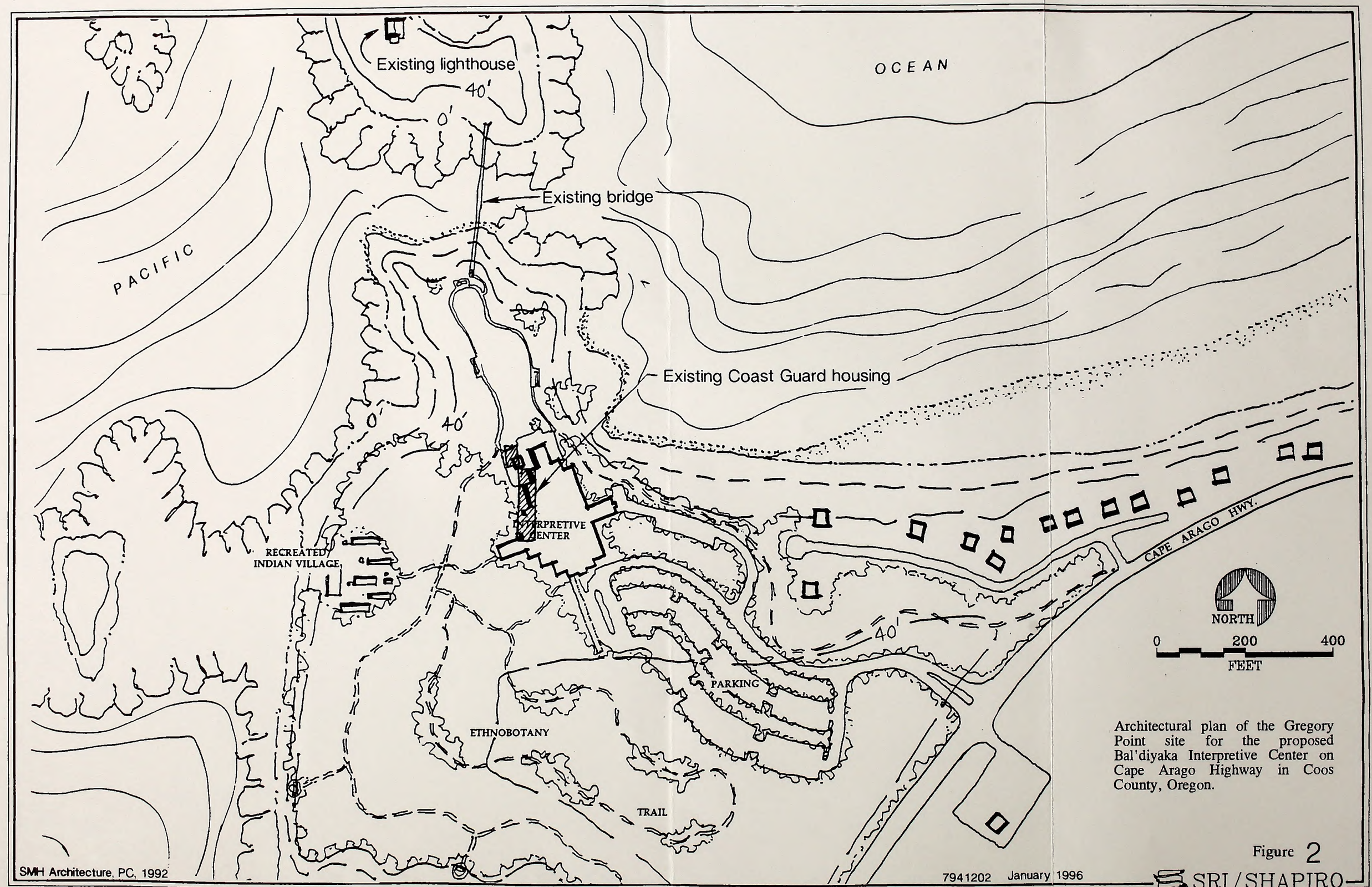
Building Functions	Net Square Footage
Orientation, Lobby, and Restrooms	2,600
Gift Shop	1,000
Permanent Exhibit Galleries	14,000
Temporary Exhibit Gallery	2,500
Multi-Use Auditorium	5,000
Administration	2,125
Curation and Collections	4,250
Ancillary Services Areas	4,450
Lighthouse/Observation Tower (New)	1,200
Total Net Area	**37,125**
Total Gross Area	**50,912**



Alternative site locations at Gregory Point, Yoakam Point, and Coos Head for the Bal'diyaka Interpretive Center on Cape Arago Highway in Coos County, Oregon (U.S.G.S. Charleston and Cape Arago 7.5-minute quadrangles, 1:24000, 1972, photorevised 1973).

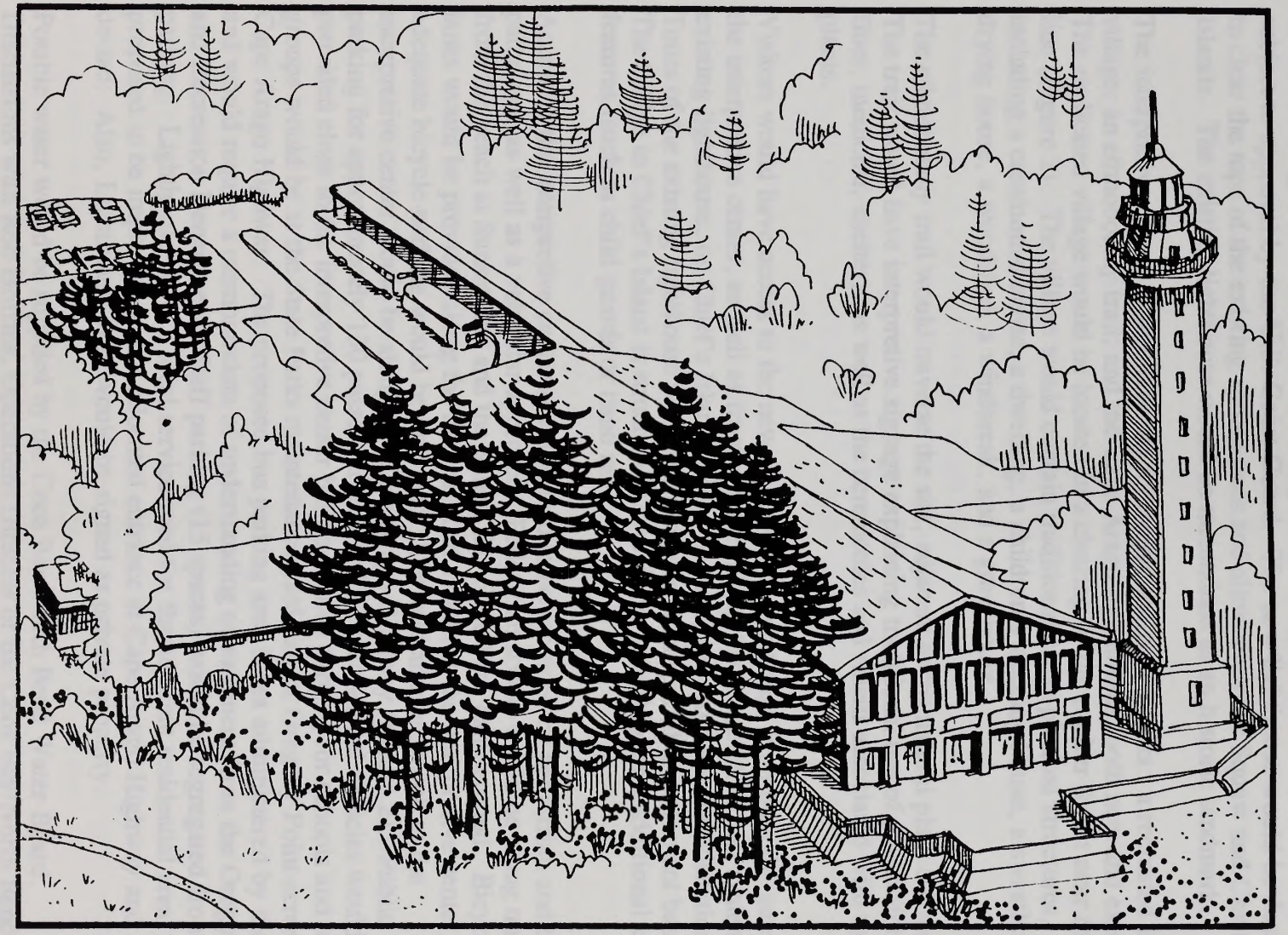
FIGURE 1

SRI/SHAPIRO INCORPORATED



Architectural plan of the Gregory Point site for the proposed Bal'diyaka Interpretive Center on Cape Arago Highway in Coos County, Oregon.

Figure 2



Drawn from SMH Architecture, PC, 1992

7941202 January 1996

Conceptual design for the proposed Bal'diyaka Interpretive Center building at Gregory Point on Cape Arago Highway in Coos County, Oregon.

FIGURE 3

SRI/SHAPIRO INCORPORATED

A new Cape Arago lighthouse and observation tower, in addition to the existing lighthouse on Chief's Island, would be part of the interpretive center. This structure would be designed to accommodate the light and navigational aid equipment, and is subject to approval by the U.S. Coast Guard. The new lighthouse would be designed to clear the tops of the existing spruce trees and allow views of Squaw and Chief's Islands. The existing lighthouse would be maintained as an historic landmark.

The interpretive center would have the following outdoor exhibits: a recreated Indian village; an ethnobotany trail; and the Cape Arago lighthouses, both new and existing. The replicated village would be located in a clearing of the conifer forest near the bluff line (Figure 2). The village would contain traditional cedar-planked structures, including a ceremonial house, a dwelling, a children's sleeping house, a sweathouse, a drying house, a woodshed, a windbreak, and a gravehouse.

The ethnobotany trail would traverse the site, adjacent to the natural plant communities. The trail would have interpretive signage explaining traditional use of plants (food, fiber, medicine, shelter), as well as the ceremonies and rituals associated with the plants.

Visitors would have access to the new Cape Arago lighthouse from both the interior of the interpretive center, as well as from outside, along the interpretive trail system. The existing lighthouse, on Chief's Island, would be restricted from general visitation. Tours of the existing lighthouse would be provided on a special-arrangement basis. The bridge to Chief's Island is structurally sound, but would require additional safety features (such as child guards or hand rails).

Access to the interpretive center is envisioned to be provided by pedestrian and bicycle pathways, as well as a vehicular approach. Pedestrian access would be along trails from the beach at Sunset Bay and the Sunset Bay State Park campground. Bicycle lanes would be provided along the internal road system at the interpretive center, and adequate bicycle parking would be provided. The vehicular approach to the interpretive center would be along the Cape Arago Highway (Figure 2). Public parking for approximately 130 passenger cars and 50 recreational vehicles would be provided close to the interpretive center building. Bus parking for schools and tour groups would be at the State Parks maintenance yard east of Gregory Point across the Cape Arago Highway. The proposed bus parking area is not administered by the BLM and would require a memorandum of understanding or easement from the Oregon Parks and Recreation Department. Staff parking (15 spaces) would be segregated from public parking. Lighthouse Way, a local service road for the adjacent residential area, is proposed to be improved with a relocated entrance at Cape Arago Highway and a cul-de-sac. Also, Lighthouse Way would be signed as private property.

Potable water would be supplied by the Coos Bay/North Bend Water Board. Discussions with Ron Hoffine, Operations Director of the Coos Bay/North Bend Water Board, confirmed that the existing water service along Cape Arago Highway would be sufficient for domestic use at the proposed interpretive center (Hoffine, pers. comm., 1995). Wastewater would be disposed of through a new sewer line along Cape Arago

Highway. The wastewater would be accepted and treated by the Charleston Sanitary District. Discussions with James Coffey, the attorney for the Charleston Sanitary District, and Sandi Whitaker, General Manager of the Charleston Sanitary District, confirmed that the sanitary district has the capacity to treat the wastewater and would be able to extend service to the interpretive center. Solid waste would be removed on a contract basis by a private disposal company.

Interpretive center lighting would be provided by 10-12-foot high lamps along the roadway and in the parking areas, and 1-2-foot high lamps along footpaths. Light poles and lamp enclosures would be wood or other appropriate materials. Light sources would be shielded to provide the appropriate illumination cut-off angle. This would prevent glare from the lamps.

Fencing would be installed around the perimeter of the site to provide safety for visitors along the bluff line and after-hours security. This would also prevent trespassing onto adjacent private property. Security fencing, such as galvanized chainlink, would be 5-6-feet high and obscured by densely planted broadleaf shrubs. To preclude theft or vandalism, the site would be secured after-hours by gates at the entry drive and at all footpath entries.

Construction of the interpretive center, trails, recreated Indian village, and vehicular access would be designed to minimize disruption to existing vegetation. Construction would employ best management practices to control water drainage and prevent erosion. In areas to be landscaped, planting indigenous species would control soil erosion, as well as harmonize with the natural landscape character. Site-improvement design would include use of vegetative swales; detention areas; and infiltration facilities, such as infiltration trenches, porous pavement, and roof water drainage trenches.

2.2 Alternatives Considered in Detail

Two alternative sites, Yoakam Point and Coos Head, are considered in detail in this EIS. Alternative #1, the Yoakam Point site, is approximately 25 acres and is located 0.5 mile north of the Gregory Point site, along the Cape Arago Highway (Figure 1). Yoakam Point is not administered by the BLM. Use of this site would require a memorandum of understanding or easement from the Oregon Parks and Recreation Department. The site is bounded by Cape Arago Highway to the south, the Pacific Ocean to the north, private residences to the west and Bastendorff Beach to the east. All of the interpretive center elements described in Section 2.1, except for use of the existing lighthouse, pedestrian access from Sunset Bay, and improvements to Lighthouse Way, would be incorporated at Yoakam Point. Bus parking for schools and tour groups would be off-site at an existing parking lot in Charleston.

Alternative #2, the Coos Head site, is located approximately 1.5 miles east of the Gregory Point site, off the Cape Arago Highway (Figure 1). The site is approximately 25 acres and is bounded by Bastendorff Beach to the north and west, the Oregon Air National Guard facility at Coos Head to the east, and private residences to the south.

As with the Yoakam Point site, the Coos Head site would incorporate all of the interpretive center elements described in Section 2.1, except for the existing lighthouse, pedestrian access from Sunset Bay, and improvements to Lighthouse Way; bus parking would be off-site at an existing parking lot in Charleston. In addition, pedestrian access may be provided from Bastendorff Beach Park.

In addition to the proposed action and two alternatives described above, a No Action Alternative was considered. In this alternative, none of the elements discussed in Section 2.1 would be implemented and the Yoakam Point and Coos Head sites would remain in their existing conditions. At Gregory Point under the No Action Alternative, the U.S. Coast Guard plans to abandon the existing lighthouse on Chief's Island and replace it with a steel tower, which would be constructed on the mainland.

Section 3.0

Additions and Clarifications to DEIS

3.0 ADDITIONS AND CLARIFICATIONS TO THE DEIS

The following additions and clarifications to the DEIS are derived from the response to comments. The page number and paragraph of the DEIS being clarified is presented before each revision. In this way the reader can easily revise the DEIS with the appropriate additions and clarifications.

Replace date on line 7 on page 5.

The date of the Archaeological Resources Protection Act is 1979, not 1973 as cited in the DEIS.

Insert on page 5 into Section 1.5.

The BLM will also consult with the U.S. Coast Guard as appropriate.

Insert on page 5 into Section 1.6, line 6.

an agreement between the BLM and the U.S. Coast Guard regarding the relocation of housing units, which would be eliminated as a result of the preferred alternative;

Delete first two sentences on page 26 and insert the following.

The Oregon Department of Geology and Mineral Industries (DOGAMI) recently published the Geologic Map of the Charleston Quadrangle, Coos County, Oregon (1995). According to the literature accompanying this map "The earthquake risk in the Charleston quadrangle is significant, with over 15 faults showing late Quaternary movement. Local earthquakes of at least Mw 5.5 are possible, based on minimum mapped fault lengths of up to 6 km and empirical relations between fault length and magnitude (Wells and Coppersmith, 1994)". What this quote means is that there are a number of small faults in the Charleston/Cape Arago area that are capable of producing moderate size earthquakes similar to the Scotts Mills earthquake of March 26, 1993 which had a moment magnitude (Mw) of 5.6.

One of these faults is the Yoakam Point Fault, a small fault which is categorized as a bedding plane reverse fault. The Yoakam Point Fault trends north/south from an offshore location along Mussel Reef through the center of the Yoakam Point site, across the Cape Arago Highway and terminates at an undetermined point. The rupture of the Yoakam Point Fault is within a coal bed of the Upper Coaledo Formation, ranging in thickness from 1 to 2 meters. The fault is east-dipping with the downthrown side to the west. Based on the lack of buried wedges of alluvium, talus, and cliff debris in the coastal cliffs at Yoakam Point, the authors of the DOGAMI report inferred a single late Quaternary faulting event. Late Quaternary movement implies that the fault has been active during the last 1 million years.

Another small bedding plane reverse fault with Quaternary movement, the Coos Head Fault, is inferred adjoining the eastern boundary of the Coos Head site. The fault's location is currently occupied by the road which connects the U.S. Naval Facility with Bastendorff Beach. In addition, a third small fault with Quaternary movement the Bastendorff Fault, transects the campground located southeast of the Coos Head site. Both of these faults are east-dipping with the downthrown side to the west.

A series of west/northwest trending faults are located north and south of the Gregory Point site and designated the Sunset Bay Faults. The faults are easily observed at low tide and in aerial photographs. Based on the truncation of these faults by local marine terraces, the Sunset Bay Faults are believed to be older than Quaternary age.

None of the three aforementioned faults have a topographic expression at the ground surface. This implies that movement on the faults has not occurred within the last 500 years. This allows a relatively low level of risk.

A higher level of risk is from the major seismic feature of the Charleston area, the Winchester Fault which is a northeast trending thrust fault that extends for about 3 miles east of the South Slough. Field evidence of this fault suggests multiple Late Quaternary ruptures although each noted event was determined to be older than 48,000 years. The greatest level of risk for the area is from an offshore subduction zone earthquake.

Insert on page 26 after paragraph 1.

In 1995 the Oregon Legislature passed Senate Bill 379 which is a Public Safety Bill concerned with the construction of essential facilities and special occupancy structures within an area defined as the Tsunami Inundation Zone. A series of maps, based on U.S. Geological Survey (USGS) 15 minute quadrangles were developed for the Oregon Coast, under the direction of George Priest of Oregon Department of Geology and Mineral Industries (DOGAMI), to illustrate which land is within the Tsunami Inundation Zone. Three computer models were run to determine the Tsunami Inundation Zone boundary. The series of maps developed by DOGAMI and called the Tsunami Hazard Map plots the "Highest Elevation Simulated Run-up Boundary (Model 2)" and the "Lowest Elevation Simulated Run-up Boundary (Model 3)".

As of December 27, 1995, the final Tsunami Hazard Map has not been published. A draft of the map was examined at DOGAMI's Portland, Oregon office. All three of the sites are above both of the boundary lines defining the Tsunami Inundation Zone.

Insert on page 35 after paragraph 7.

While the proposed interpretive center would remove some trees in the middle of the sites, the trees and other vegetation most exposed to high wind velocities are along the bluff and would not be removed. By not removing trees near the bluff, increased incidences of windthrows would not be significant.

Replace Figure 10, page 53, with revised Figure 10 (shown at the end of this section)

Replace Figure 11, page 57, with revised Figure 11 (shown at the end of this section)

Replace Figure 12, page 59, with revised Figure 12 (shown at the end of this section)

Insert on page 60 after paragraph 5.

The preliminary site plans were revised in the DEIS to avoid any impact (direct or indirect) to the preferred habitat of this plant, therefore avoiding impacts to this species.

Insert on page 91 after paragraph 3.

The approximate location of the wetlands are shown on Figure 10.

Insert on page 92 after paragraph 2.

The approximate location of the wetlands are shown on Figure 11.

Insert on page 92 after paragraph 4.

The approximate location of the wetlands are shown on Figure 12.

Insert on page 94 after paragraph 2.

A detailed wetland delineation would be conducted prior to the design of the selected alternative to confirm that the final design avoids wetland areas.

Insert on page 116 after paragraph 4.

Site 35CS86 was recorded in 1974 by historian Stephen Dow Beckham on the basis of a reference in the diary of Harrison Rogers, a member of the Jedediah Smith expedition, which on July 6, 1828, arrived at Sunset Bay (see Beckham 1995:2-3). Because Rogers did not note the location of the Smith party camp or the location of the camp occupied by the "100 Indians" who came to sell fish and mussels to the party, the location on the site form is shown as encompassing a broad area around Sunset Bay. The site extent, as indicated on the site form, is not based on the confirmed presence of archaeological remains.

Despite the potential for archaeological remains pertaining to both the Smith camp and an Indian camp, no evidence of this archaeological site was observed during a 1985-1986 evaluation of archaeological sites on State Park lands along the Oregon coast (Minor, 1986:72). In the report of that project, Beckham offered supplemental

Replace Figure 10, page 53, with revised figure 10 (shown at the end of this section).

Replace Figure 11, page 57, with revised figure 11 (shown at the end of this section).

Replace Figure 12, page 59, with revised figure 12 (shown at the end of this section).

Insert on page 60 after paragraph 5.

The preliminary site plans were revised in the DEIS to avoid any impact (direct or indirect) to the preferred habitat of the clam, thereby avoiding impacts to this species.

Insert on page 71 after paragraph 3.

The approximate location and the widths are shown on Figure 10.

Insert on page 92 after paragraph 2.

The approximate location of the weirs are shown on Figure 11.

Insert on page 93 after paragraph 4.

The approximate location of the weirs are shown on Figure 12.

Insert on page 94 after paragraph 2.

A dredged material disposal site would be constructed prior to the dredging of the selected alternative in conjunction with the final design work.

Insert on page 110 after paragraph 4.

Site 35CC280 was recorded in 1974 by Brooks Stephen Dow during a survey of a proposed jetty in the deep of Harrison Bayou, a member of the Jackson Zoning expedition, which on May 6, 1974, arrived at Sunset Bay from Bodega Bay (Dow 1974). Because figures did not show the location of the shell midden, owing to the location of the survey conducted by the "Hookahead" who came in with fish and mussels to the party, the location of the site from is unclear. It is characterized as a broad area around Sunset Bay. The site consists, as described, of the site form, is not based on the artifacts present or archaeological remains.

Despite the potential for archaeological remains pertinent to both the Sunset camp and an Indian camp, no evidence of this archaeological site was observed during a 1985-1986 evaluation of archaeological sites on state Park lands along the Oregon coast (Milner, 1986: 72). In the review of that project, Beckham referred archaeological

information based on his personal knowledge of the area to the effect that the "Indian camp" recorded as 35CS86 probably correlated with "a shell midden which was formerly located on a terrace 6-8 m above the road behind the present parking lot...the terrace collapsed into the roadway and the midden was totally removed about 1976" (Minor, 1986:72).

A more recent evaluation noted that "we investigated the roadcut in the site vicinity looking for newly exposed cultural materials, but like Minor (1986:72) we were unable to identify any remains of this site. The site appears to have been entirely destroyed (Moss and Erlandson, 1994).

Beckham's placement of the former shell midden constituting 3SCS86 "behind the present parking lot" at Sunset Bay State Park places this site well outside the Bal'diyaka Interpretive Center project area. In addition, all accounts indicate that this site no longer exists. Accordingly, the Bal'diyaka Interpretive Center project will have no affect on 35CS86.

Insert on page 122 after paragraph 1.

The BLM and the Confederated Tribes would commit to mitigation measures acceptable to the SHPO in the Record of Decision.

Insert on page 122 after paragraph 6.

The mitigation measures would include a security fence and locked gate onto the footbridge connecting Chief's Island and the mainland. In addition, only small groups of people, accompanied by a guide, would be allowed access to Chief's Island and the existing lighthouse.

Insert on page 132 before paragraph 1.

The attendance projections used in the DEIS are those prepared for the Master Plan for the Bal'diyaka Interpretive Center. These projections are based on a) projections of population in the major market areas for the proposed facility, and b) on capture or penetration rates for a facility such as the one proposed. Some of the assumptions on which these projections are based include:

- The development of a unique, very well presented and operated facility that stands out as a visitor attraction and education facility on the Southern Oregon Coast
- Expanding interest in ecotourism, including interest in Indian culture and history, among both U.S. and foreign visitors
- Expanding Oregon visitor industry, tied to increasing population in Oregon's major visitor markets
- The lack of any outstanding, visible visitor attractions on the Southern Oregon Coast, creating a stronger market for a new facility that is particularly notable

- Substantial visitor activity in the immediate area associated with state and county parks
- Strong flow of highway visitors through Coos County, many of whom are from California or elsewhere out-of-state and travel quickly through the area because there are few developed attractions.

Insert on page 144 before paragraph 4.

It should be noted that visitation projections assumed that 15 percent of the total number of visitors (approximately 40,000 per year or 110 per day) were solely bound for the proposed interpretive center (page 135 of the DEIS). The remaining visitors will be visiting at least one other site (e.g., Sunset Bay State Park and Shore Acres) and already would be in the area. The additional 110 people per day (or 430 people on peak summer weekend days), as a result of the interpretive center, would not change the rural character of the area.

Insert on page 144 after paragraph 4.

Construction of the interpretive center on Gregory Point would require the dislocation of four U.S. Coast Guard housing units. Relocation of these housing units is an unresolved issue, which would have be to resolved with an agreement between the BLM, the Confederated Tribes and the U.S. Coast Guard.

Insert on page 156 before paragraph 4.

During the projected peak summer visitation of the interpretive center (July and August), the 138 camp sites at Sunset Bay State Park are used to capacity (Turner, pers. comm., 1996). During the months of June and September, Sunset Bay State Park used to approximately half of its capacity.

Bastendorff Beach County Park has 90 camp sites, which are used to approximately 70% of capacity during summer weekends. This 30% remaining capacity is equivalent to 27 available camp sites (Combs, pers. comm., 1995). Within approximately 25 miles of Gregory Point, two additional County Parks (LaVerne Park and Ten Mile Park) and one State Park (William Tugman) has reserve camp site capacity. Both County Parks have approximately 30 unused camp sites during the peak summer months (Combs, pers. comm., 1995). The Tugman State Park has approximately 40 camp sites which are not used during the summer months (Turner, pers. comm., 1996). Therefore, within two miles of Gregory Point 27 camp sites are available and within 25 miles a total of 127 camp sites are available during summer weekends.

The projected peak (July/August weekend) additional campground demand by the visitors to the interpretive center is estimated to be approximately 47 camp sites (Section 3.2.3 and Section 3.2.8 of the DEIS). Therefore, the State and County Park systems have sufficient campground capacity within 25 miles of Gregory Point. In addition, there are camp sites at six locations within the Oregon Dunes National Recreation Area.

Insert on page 178 before paragraph 3.

Discussions with Ron Hoffine, Operations Director of the Coos Bay/North Bend Water Board, confirm that the existing water service along Cape Arago Highway would be sufficient for domestic use at the proposed interpretive center (Hoffine, pers. comm., 1995).

Insert on page 179 after paragraph 1.

Discussions with Duke Groff, Fire Chief of Charleston Rural Fire District, confirmed that water volume in the main which runs along Cape Arago Highway is not sufficient for fire protection (Groff, pers. comm., 1995). However, Mr. Groff indicated that the hydrant volume could be supplemented with water from a pumper truck or on-site water holding tanks. Mr. Groff also indicated that holding tanks have been designed on top of buildings or in lighthouses on other sites. On-site holding tanks and other fire suppression measures, such as sprinklers, would be designed in the detail design phase of this project.

Insert on page 181 after paragraph 4.

According to Ralph Dunham, City Engineer for the City of Coos Bay, the Charleston Sanitary District has an agreement with the City of Coos Bay, which operates the wastewater treatment facility, to accept an average annual flow of 0.42 mgd (million gallons per day). The Charleston Sanitary District is currently using approximately 0.30 mgd (Dunham, pers. comm., 1995).

Sandi Whitaker, General Manager of the Charleston Sanitary District, confirmed this information and stated that the potential exists for an additional 354 residential equivalent units, at full build-out of the district (Whitaker, pers. comm., 1995). At the calculated average sewage flow of 175 gallons per day for each residential equivalent unit, the district would produce approximately 62,000 gallons per day additional sewage at full build-out of the district. At full build-out of the district, the approximate average annual sewage flow would be 0.362 mgd, leaving a reserve capacity of approximately 58,000 gallons per day.

Ralph Dunham also stated that there is a planned upgrade of the City of Coos Bay's wastewater treatment plant to expand its capacity by 1998.

Insert on page 181 after paragraph 5.

According to James Coffey, the attorney for the Charleston Sanitary District, a 1980 Oregon Attorney General's Opinion states that a sanitary district may provide sewer service to property outside of its boundaries only through arrangement with another district, city or other governmental agency authorizing use of the district's facilities. Mr. Coffey states that since the land involved would be held by the government of the United States, service is probably permissible (Coffey, pers. comm., 1995). Mr.

Coffey also stated that sanitary service to residential units along Cape Arago Highway beyond the district's boundaries would not be permitted without specifically expanding the district's boundary to include those residential units (Coffey, pers. comm., 1995a). In addition, sewer service to residential properties outside the Urban Growth Boundary is inconsistent with Statewide Planning Goal 11 (Perry, pers. comm., 1995).

Insert on page 182 after paragraph 5.

It is envisioned that the Bal'diyaka Interpretive Center would be serviced by the Charleston Sanitary District, and a sewer line would be extended along Cape Arago Highway to service the facility if it is located at Gregory Point or Yoakam Point. If the interpretive center is located at Coos Head, it is envisioned that the current 2-inch sewer line, which services Bastendorff Beach County Park, would be upgraded to accept the sewage of the interpretive center.

The average sewage flow from the planned facility was calculated from the water usage rates of a similar facility, the High Desert Museum in Bend, Oregon. According to water usage and admissions data supplied by the Michael McKnight, Manager of Facilities (McKnight, pers. comm., 1995), and Sarah Rushton, Admissions (Rushton, pers. comm., 1995), the average water use per visitor is approximately 8 gallons. The anticipated yearly visitorship at the Bal'diyaka Interpretive Center is 266,000 people. At 8 gallons per visitor, the average daily sewage flow would be approximately 6,000 gallons.

The Charleston Sanitary District's reserve capacity after full build-out of its existing district boundaries is approximately 58,000 gallons per day. The District has the capacity to serve the interpretive center.

Insert on page 188 after paragraph 1.

It should be noted that visitation projections assume that 15 percent of the total number of visitors (approximately 40,000 per year or 110 per day) would solely be bound for the proposed interpretive center (page 135 of the DEIS). The remaining visitors will be visiting at least one other site (e.g., Sunset Bay State Park and Shore Acres) and would be in the area already. On an average day the interpretive center would result in an additional 110 people (73 two-way vehicle trips) in the area. On peak summer weekend days the interpretive center would result in an additional 430 people (335 two-way vehicle trips) in the area. These additional visitors and their associated vehicle trips would result in little or no change in traffic performance and would not change the rural character of the area.

Insert on page 190 after paragraph 1.

Direct access to the site (vehicular, bicycle and pedestrian) will be studied in more detail during the site design phase of the project and detailed design may include a deceleration lane for southbound traffic entering the proposed interpretive center. Vehicular, bicycle and pedestrian safety would not be compromised, and the final design would ensure that this safety issue is addressed.

Insert on page 197 after paragraph 7.

In addition, the current sand filter-type sewage treatment system on Gregory Point would be removed.

Insert on page 199 after paragraph 3.

Induced Growth

Induced growth, as a result of the envisioned extension of the sewer line, is not likely to occur. Sanitary service to residential units along Cape Arago Highway beyond the district's boundaries would not be permitted without specifically expanding the district's boundary to include those residential units (Coffey, pers. comm., 1995a). In addition, sewer service to residential properties outside the Urban Growth Boundary is inconsistent with Statewide Planning Goal 11 (Perry, pers. comm., 1995). Under current law and policy, sewer hookup to residences (existing or potential) is not possible. Therefore, while the sewer line would be extended specifically to serve the proposed project, it would not induce growth.

Insert on page 199 after paragraph 4.

The projected peak (July/August weekend) additional campground demand by the visitors to the interpretive center is estimated to be approximately 47 camp sites (calculated from Sections 3.2.3 and 3.2.8 of the DEIS). The State and County Park systems have sufficient campground capacity (127 camp sites) within 25 miles of Gregory Point. In addition, there are camp sites at six locations within the Oregon Dunes National Recreation Area. Therefore, there will be no significant cumulative impacts on the State parks in the area.

Insert on page 189 after paragraph 1.

Direct access to the site (pedestrian, bicycle and motorized) will be analyzed in more detail during the site design phase of the project and detailed design may include a determination for the modeled traffic analysis for the purpose assessing the impact. Vehicular, bicycle and pedestrian safety would not be compromised, and the final design would ensure that this safety issue is addressed.

Insert on page 197 after paragraph 7.

In addition, the current sand filter-type sewage treatment system on Gregory Point would be removed.

Insert on page 199 after paragraph 3.

Inflated Crowds

Inflated growth, as a result of the cumulative extension of the sewer line, is not likely to occur. Sewer service to residential units along Cape Arago Highway beyond the district's boundaries would not be permitted without specifically expanding the district's boundary to include those residential units (Colby, pers. comm., 1999). In addition, sewer service to residential properties outside the Urban Growth Boundary is inconsistent with Coastal Planning Goal 11 (Perry, pers. comm., 1999). Based on current law and policy, sewer hookup to residences (existing or potential) is not possible. Therefore, while the sewer line could be extended specifically to serve the proposed project, it would not induce growth.

Insert on page 199 after paragraph 4.

The projected peak (July/August) weekend additional overnight demand by the visitors to the interpretive center is expected to be approximately 47 gallons, estimated from Sections 3.2.1 and 3.2.8 of the DEIS. The Coos and Curry Park systems have sufficient overnight capacity (127 camp sites) within 25 miles of Gregory Point. In addition, there are many other sites in six locations within the Oregon Dunes National Recreation Area. Therefore, there will be no significant cumulative impacts on the State parks in the area.

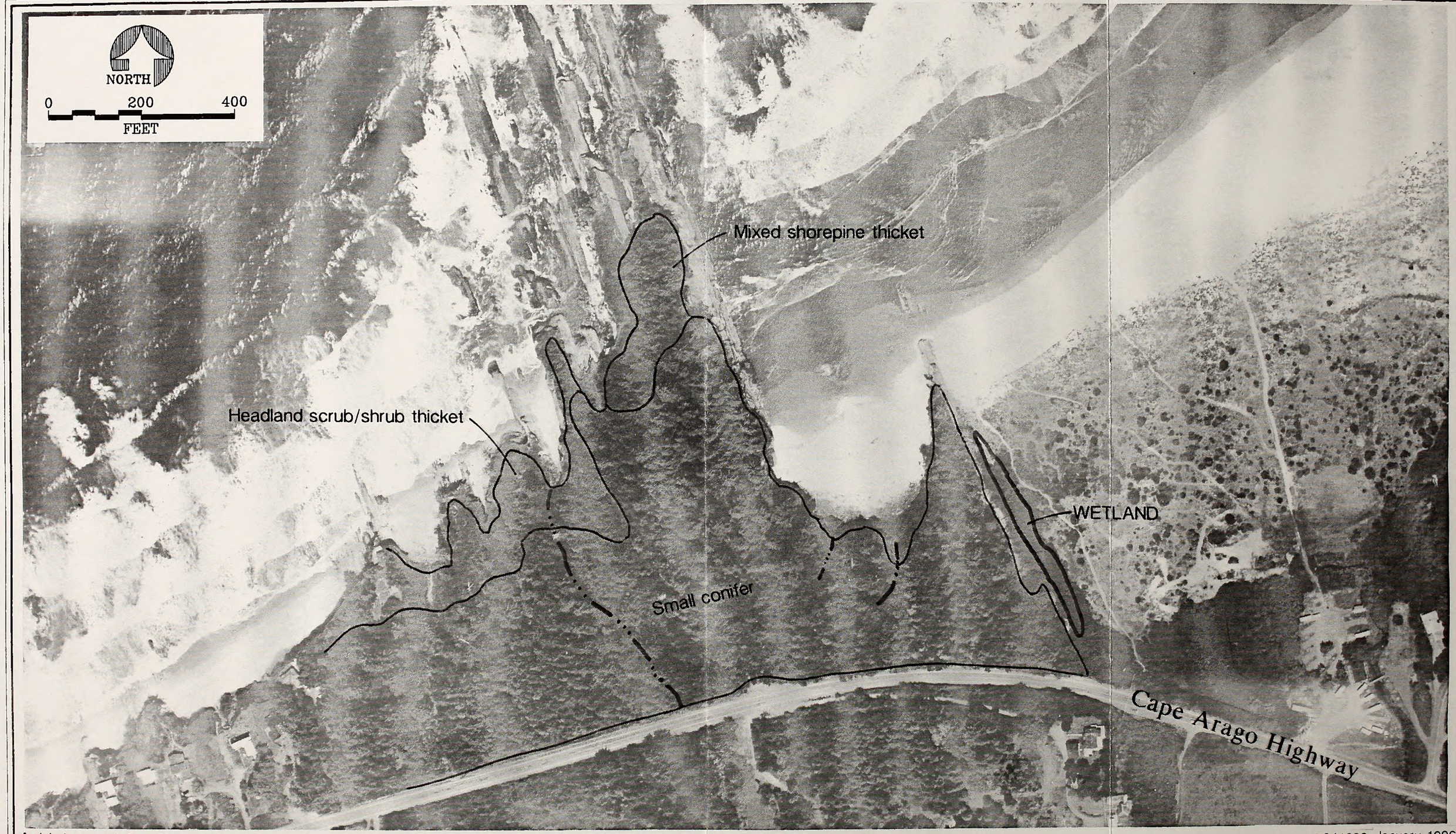
Wetlands, vegetation types, and wildlife areas for the Gregory Point site for the proposed Bal'diyaka Interpretive Center on Cape Arago Highway in Coos County, Oregon.

Figure 10

Aerial photography from BLM, 1992

7941202 January 1996

SRI/SHAPIRO INCORPORATED



Aerial photograph from BLM, 1992

7941202 January 1996

Wetlands, vegetation types, and wildlife areas for the Yoakam Point site for the proposed Bal'diyaka Interpretive Center on Cape Arago Highway in Coos County, Oregon.

FIGURE 11

SRI/SHAPIRO INCORPORATED

Aerial photograph from BLM, 1992

7941202 January 1996

Wetlands, vegetation types, and wildlife areas for the Coos Head site for the proposed Bal'diyaka Interpretive Center on Cape Arago Highway in Coos County, Oregon.

FIGURE 12

SRI/SHAPIRO INCORPORATED

Section 4.0

Comments and Response to Comments

4.0 COMMENTS AND RESPONSE TO COMMENTS

4.1 Comments

This section of the FEIS includes the response to comments received from public agencies and interested parties during the public comment period and the public hearing. All comments received are numbered consecutively. The comment letters and a transcription of the public hearing are provided following this introduction.

The responses to comments are correspondingly numbered and follow the comments and transcript.

Comments Included in this Section:

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, Washington 98101

REPLY TO ATTN OF: WD-126

DEC 14 1995

Elaine Zillinski
Bureau of Land Management
1300 Airport Lane
North Bend, Oregon 97459-2000

Re: **Bureau of Land Management's (BLM) Draft Environmental Impact Statement (EIS) for the Bal'diyaka Interpretive Center at Gregory Point, Coos County, Oregon**

Dear Ms. Zillinski:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and § 309 of the Clean Air Act, we have reviewed the draft EIS for the Bal'diyaka Interpretive Center at Gregory Point, Coos County, Oregon. 1

The purpose of the proposed action is to construct and operate an interpretive center that presents the following: the natural history of Oregon's southern coast; the cultural heritage of the Coos, Lower Umpqua, and Siuslaw Indians; and local U.S. Coast Guard history. The draft EIS evaluates 3 action alternatives and the no-action alternative. The BLM's preferred alternative is located at Gregory Point, on the south coast of Oregon, near Coos Bay. 2

Based on our review, we are rating this draft EIS LO (Lack of Objections). An explanation of the EPA rating system for draft EISs is enclosed for your reference. This rating will be published in the Federal Register. 3

Thank you for the opportunity to review this draft EIS. Please contact Larry Brockman at (206) 553-1750 if you have any questions about our comments.

Sincerely,

Larry Brockman
Geographic Impementation Unit,
Office of Ecosystems and Communities

Enclosure

U.S. Environmental Protection Agency Rating System for
Draft Environmental Impact Statements
Definitions and Follow-Up Action*

Environmental Impact of the Action

LO - - Lack of Objections

The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC - - Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO - - Environmental Objections

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU - - Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 - - Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 - - Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 - - Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment, February, 1987.

Oregon

PARKS AND RECREATION DEPARTMENT

South Coast
Area 4

(541) 269-9410
FAX (541) 269-0909

Andy LaTomme
Area Manager
(541) 267-0807

John Phillips
Planning Coordinator
(541) 269-5038

December 6, 1995

Daryl L. Albiston, Umpqua Area Manager
Bureau of Land Management
1300 Airport Lane
North Bend, OR 97459

RE: 1793/ Bal'diyaka EIS

Dear Mr. Albiston:

Thank you for the opportunity to review the Draft EIS for the Bal'diyaka Interpretive Center. The Oregon Parks and Recreation Department has reviewed the draft EIS and submits the following comments for your consideration:

The document does address the most important environmental concerns and issues which we raised in the scoping meetings. However, we believe that the draft EIS understates the problems and significance of environmental issues regarding wetlands, vegetation, habitat, hydrology and geology. We understand from information given at the public meetings that these issues will have to be dealt with in greater detail during the site development planning and permit phase of the project. 4

Le Gilsen has commented by letter on the draft EIS on behalf of the State Historic Preservation Office. He states that the indirect effects of development will be a problem for the cultural resources on the Gregory Point site, and that the resource is significant on that location. We support his response. 5

We continue to have concerns about the impacts of the proposed project on Sunset Bay, Shore Acres and Cape Arago State Parks. Our concerns involve: a) the alteration of the natural environment of a sensitive coastal headland; b) the impacts of increased visitation, especially during times when these parks are already crowded; and c) the provision for adequate road access, parking and traffic safety, fire protection and sewer and water services. These, too, will no doubt be items for discussion during the site development planning and permit phase of the project. 6

According to the Bal'diyaka Master Plan, a significant portion of Sunset Bay State Park is the proposed location for an ethnobotany trail and parking area if the Gregory Point site is selected for the center's location. This property has been 7

365 N 4th St., Suite A
Coos Bay, OR 97420
[redacted]

73410-854

identified in our master plan as a secondary protection area. As such, we have no plans for development in the area, but rather would protect it in a natural condition for present and future generations. In addition, our maintenance yard has been identified as a site for bus parking. To date there has been no discussion regarding the acquisition or use of this land by the center. Although not a primary function of the EIS process, this is also of concern to us. 7

Sincerely,

Andrew J. LaTomme,
South Coast Area Manager

cc: Bob Meinen
Todd Graeff
Nan Evans
Larry Becker
John Phillips.

U.S. Department of Transportation
United States Coast Guard

Commander
U. S. Coast Guard Group
North Bend

2000 Connecticut Ave.
North Bend, OR 97459-2399
Phone: (503) 756-9254

1600
8 December 1995

Bureau of Land Management
Attn: Daryl Albiston
Umpqua Area Manager
1300 Airport Lane
North Bend, OR 97459-2000

Gentlemen:

The following comments are provided by David Sox, Environmental Protection Specialist at the USCG Civil Engineering Branch of the Maintenance and Logistics Command, Alameda, CA.

SRI/SHAPIRO, INC. DRAFT Environmental Impact Statement for the Bal'diyaka Interpretive Center at Gregory Point, Coos County, Oregon

Item Page/Para. Comments

1. ES-2/3rd "A new Cape Arago lighthouse" decision has not yet been approved by the U.S. Coast Guard. It should be described here and on Page 9/Section 2.1, as an unresolved issue. Even if the actual light were not moved, the Interpretive Center could still include a tower, as long as it was not designated the actual lighthouse until approved by the Coast Guard. 8

2. ES-6/5th Another unresolved issue that should be mentioned is the disposition of the Coast Guard housing units that would be displaced by the preferred alternative (as noted on Page 6, Para. 2.1). This direct impact needs to be addressed in the Executive Summary, Sec 2.4, Page 20, and Sec 3.2.4.2, Page 144. The vague allusion to a possible resolution of this issue in Paragraph 1.6, "Authorizing Actions," is insufficient and unclear. 9

3. 3/Figure 1

a. Figure 1 needs a direction arrow and a scale. 10

b. The EIS needs a regional map first, to show the relationship of Gregory Point to the Charleston or North Bend area in relation to the State of Oregon, West Central Oregon, and Coos Bay. There is no way to tell what the nearby towns are. 11

4. 5/1.4 The law cited as "Archaeological Resources Protection Act of 1973" should read "of 1979." 12

5. 5/1.5 Please add that BLM will consult with the U.S. Coast Guard [if appropriate]. 13

6. 6-9/2.1 The proposed action section needs to include at least a conceptual description of the proposed provisions for potable water, disposal of wastewater and solid wastes, and electrical power. Without such a baseline, one cannot adequately assess these potentially important impacts on the region and the local neighbors. 14

7. 9/2.1/1st See Comment #1 above. We recommend a second sentence be added to state: "Relocation of the light to the new tower is subject to U.S. Coast Guard approval." 15

8. Chapter 3 The third subsection of each resource section in Chapter 3 lists Mitigation Measures, most of which are described as <u>potential</u>. The Final EIS should separately list, or at least describe in each of the subsections, which of the measures will actually be implemented. 16

9. Chapters 1-3 The Draft EIS lacks a small-scale site map in either Chapter 1, 2 or 3 which adequately describes the current land use at the site to be affected, and as a result, what features will be displaced or demolished. Specifically, none of the current Coast Guard housing buildings, which will be demolished, or the lighthouse, are identified on <u>any</u> map in the Draft EIS. Please add such a map so a true sense of the preferred project's impacts can be discerned. Figure 10 shows the housing building, but it is not identified, and the current lighthouse is not shown. 17

10. 40-41/3.1.3 The first two paragraphs of Page 40 mention sewage treatment systems under Groundwater - Affected Environment, but nothing about baseline levels of contamination by hazardous substances. The Groundwater - Environmental Consequences subsection on Page 41 focuses on the potential of hazardous substances, but fails to mention anything about the impact of the sewage systems that will be needed for the Interpretive Center. See also Comment #5 above. The groundwater impacts, or lack thereof, of the "potential" mitigation measures mentioned on Page 182 to install a new sanitary sewer line in this region or to connect to and upgrade the Sunset Bay State Park's system should have been discussed in Section 3.1.3.2. 18

11. Figures 10-12 These maps need north arrows and a scale. 19

12. 56 & 62 Pending comments by the U.S. Fish & Wildlife Service, the likelihood of the western bog lily being observed at the site at a later time suggests that another mitigation measure should be to conduct a search for it during its flowering period. 20

13. 91-94/Wetlands

a. 91/Gregory Pt This subsection should make reference to Figure 10 (and subsequent subsections to Figures 11 & 12). 21

b. 93-94 The accuracy of the impacts and suitability of mitigation measures is questionable without a wetland 22

delineation survey. The mitigation measures may be insufficient or may be overkill.

14. 100 & 104/Aquatic Ecology The designation of areas south of Gregory Point and Chief's Island as a "Research Reserve" in the Oregon Territorial Sea Plan (1994) with its cited management prescriptions suggests that the DEIS' mitigation measures on Page 104 are insufficient unless the action verbs are changed from "could be mitigated by" to "will be implemented." 23

15. 116/3.2.1.1 In the Historic Archaeological Resources subsection, the locations of the archaeological sites are properly not depicted in the EIS, but no such legal restriction exists for depicting the location of the historic Coast Guard buildings on the mainland of Gregory Point. These buildings need to be depicted in a small-scale map; see also my Comment #8 above. Now, I see on Page 120 that the buildings are no longer present. 24

16. 122/3.2.1.2 Cultural Resources

a. Since possible vandalism of the listed National Register lighthouse on Chief's Island was mentioned on Page 120, it needs to be addressed under Mitigation Measures - Gregory Point on Page 122. 25

b. We presume that the DEIS is being coordinated with the SHPO so that the Final EIS will reflect a determination on a mitigation plan based on one of the alternatives discussed on Page 122. 26

17. 132-138/Social and Economic Values

a. The direct and indirect effects of operation might be clearer if baseline visitor figures were available for other visitor destination points in the Coos Bay region. Do the nearby State parks have visitor numbers? 27

b. This section should attempt to assess the impacts of an estimated 730 extra visitors per day (266,084 visitors/365 days) - and considerably more on weekends and the average summer day - on what appears to be a very rural area. If the Interpretive Center draws more visitors to the region than normally come, then local governments and the business sector need to be able to assess these changes relative to the ability of the current infrastructure to sustain projected visitor growth. These comments go beyond the DEIS' first full paragraph on Page 145, which refer only to very localized land use impacts. 28

c. Recognizing, as in Section 3.2.3.3, that business sales, employment, payroll, and tax receipts are benefits, the ability of the region to sustain what could be a significant increase in visitors (further analysis could show whether the growth will be significant) may in the beginning be a burden on 29

the tax payer who needs to pay for better roads, better water supply, or better wastewater disposal facilities. The EIS should provide a little more detail on these possibly adverse indirect effects. 29

d. Will the growth of visitors affect the current rural lifestyle in the area, particularly the 35 privately owned residences immediately adjacent to the proposed project? We recognize that the main entrance to the Interpretive Center would be via Cape Arago Highway instead of from Lighthouse way. 30

18. 141/3.2.3.1/Land Use

a. In the "Cultural Resources" section, Page 114, the DEIS states that the USCG "continues to house personnel in the Keeper's 4-plex located on the mainland at Gregory Point." That type of information which reflects current use of the buildings should have been put in this section. 31

b. Any of the other USCG facilities that would be affected by the proposed Gregory Point alternative also need to be described here. 32

19. 144-145/3.2.4.2 Land Use - Environmental Consequences

a. As indicated in Comment #2, the disposition of USCG housing is an unresolved issue. As such, under 40 CFR Part 1502.12 (Regulations implementing NEPA), the EIS summary "shall stress the major conclusion, areas of controversy (including issues raised by agencies and the public), and the issues to be resolved (including the choice among alternatives)." The Coast Guard does not consider the disposition of it Cape Arago Lighthouse housing to be an "area of controversy," but we do believe that is an issue to be resolved. 33

b. It is possible that such a resolution could be worked out before the Final EIS is published, but a final resolution may have to wait until later. If so, it needs to be brought out in the EIS. If anything, an EIS is a public disclosure document which lays out to the decision makers all the factors that need to be considered in choosing between alternatives. No matter how controversial or unresolved certain issues may be when the EIS is published, if the issues are publicly discussed, the EIS is usually viewed as a legally supportable document, other things being equal. 34

c. As noted in Comment #1, the other issue that needs clarification involves the implication on Pages ES-2 and 9 that the aids to navigation light from the lighthouse on Chief's Island would be moved to the new tower at the Interpretive Center. The Coast Guard has not yet made the official determination that such a move is in the best interest of the mariner. 35

21. 156/3.2.5 - Recreation There is no way to determine impacts of the Gregory Point alternative on Sunset Bay State Park or the other two alternatives on Bastendorff Beach County Park unless the facilities at those parks are described and an estimate given of their attendance. For the Sunset Bay State Park, none of the various statements scattered throughout the EIS relative to sharing trails, preventing parking overflows, or possibly connecting to sewage disposal system are mentioned here. In fact, none of the above facilities are even mentioned in this section. This is an important section since the purpose of the Interpretive Center is to be a recreational/cultural asset. 36

22. 178/3.2.7.1/Water - Environmental Consequences. Would the current water supply be sufficient to supply potable water to the Interpretive Center as well as to the other residents and users? 37

23. 179/3.2.7.1/Water - Mitigation Measures.
See Comment #8. An adequate water supply will be critical to the successful operation of the Interpretive Center. 38

24. 181/3.2.7.4/Sanitary Sewer - Mitigation Measures.
See Comment #8. An adequate sanitary sewer supply will be critical to the successful operation of the Interpretive Center. 39

25. 184/3.2.8 /Access

a. As with most EISs, this section on traffic follows its own outline, which may be confusing to the reader. 40

b. Sec 3.2.8.3 For this reviewer in California: Where is North Bend? I see no map in the EIS which shows the regional context. See also Comment #3b. 41

T. R. Quinton
Lieutenant Commander
U. S. Coast Guard
By direction of the
Group Commander

Richard "Dick" Hansen
2650 Sheridan Avenue
North Bend, OR 97459-3204
Phone 541-756-0256

4 December, 1995

DISTRICT MANAGER
BUREAU OF LAND MANAGEMENT
1300 Airport Lane
North Bend, Oregon 97459

Dear Sir,

I sat through all the hearing of the planning for ***Bal'diyaka Interpretive Center*** as a representative of the Friends of Shore Acres. I realized that an E.I.R. was required but thought that was very far in the future, if it would ever be done. I was surprised to read in The World that you were having a hearing on the Draft E.I.R. I was quite amazed because I had not received a copy of the Draft E.I.R. and should have been made cognizant of the hearing before it was scheduled 42

I am hesitant to make many comments on the Draft E.I.R. because most of the land (or at least part of the site) proposed for the construction of the project is owned by the State Parks System; many of the parking facilities, parking areas, nature trails, and other features of the proposal are on State Parks property. I would be interested in what they propose for the solution to the lands they control (easements - outright giving of the land - other proposals?). I suspect that the State Parks wish to have nothing to do with the proposal. 43

I would request another hearing on the proposed project after we hear what the State Parks wish to do with the land they control. I realize that this is contrary to the view of the BLM; as far as they are concerned the hearing on the Draft E.I.R. was sufficient to guarantee the public had a chance to respond to the Draft E.I.R.; however I do not agree with that decision and request another hearing after we have been informed of the State Parks decision. 44

If the proposed ***Bal'diyaka Interpretive Center*** is to built on any other site than Gregory Point I, the Coos, Lower Umpqua, and Siuslaw Indian Tribes, and the general public will object strongly to that decision. There is a cemetery, an ancient village site (or camping site), the Chief's Island, and other features at Gregory Point that can not be moved to another site. I realize you had to consider alternate sites, but the two other sites are not in the realm of possibility for a variety of reasons. 45

There are many assumptions made by **SRI/SHAPIRO, Inc.** which are valid but there are some of the assumptions which have no validity at all. I will not point them out in this letter but would be pleased to discuss them with you at your convenience if you would care to do so. 46

I think the ***Bal'diyaka Interpretive Center*** (at Gragory Point) should rate priority over all the other projects the Tribe has in progress; i.e. - the Casino (wherever located on Tribal Property in Empire, Florence, or Springfield) - the acquisition of all the lands of the Powers Ranger District. I suspect that the interpretive center would be a more powerful economic incentive to the Tribe than all the other projects they are talking about. 47

Thank you for your consideration and understanding. I look forward to receiving a call from your office agreeing to meet with me and discuss my concerns with you directly.

Dick Hansen

Richard "Dick" Hansen

3571 Fossil Point Lane
Coos BAy
OR 97420

Bureau of Land Management
Coos Bay District
1300 Airport Lane
North Bend
OR 97459

November 30, 1995

COMMENTS ON THE DRAFT EIS FOR THE BAL'DIYAKA INTERPRETIVE CENTER

Below are my comments on the draft EIS for the Bal'diyaka Interpretive Center and my suggestions for details that should be considered in the final EIS document.

My first comment relates to section 2.3 - alternatives considered but eliminated from detailed study. The decision criteria eliminated the option of a satellite site at Gregory Point with a main center at one of six possible sites. The EIS did not however apply the decision criteria to a joint assessment of a main center and the satellite at Gregory Point. For example, if one where to look at the combination of Gregory Point and the Coos Bay waterfront all six attributes deemed necessary for the center are covered, four of them twice. Likewise with other main centers. The final EIS should apply the decision criteria to main centers and satellites as a package. 48

The most puzzling thing about this project, and thus the draft EIS, is the need to link the cultural heritage of the Coos, Lower Umpqua and Siuslaw Indians with the history of the local U.S. Coast Guard activities. The two seem to have little in common other than the fact that both groups of people built structures on the same piece of land in Coos County. It's somewhat akin to building an interpretive center in downtown Manhattan and featuring the history of the original native peoples and the history of the Empire State building. If the two interpretative topics were separated, (or the U.S. Coastguard criterion dropped; for if the Coast Guard wishes to interpret their history in the Coos Bay area, why are they not proposing this themselves?), then the choice of sites for Bal'diyaka becomes much wider. The final EIS should reevaluate the combination of the two interpretive features. 49

I have some specific concerns about the Gregory Point site. The first relates to safety. Mention is made on page 29 of the EIS of the desire of visitors to access the intertidal in the vicinity of Gregory Point. At present this access is minimized because it is difficult to find ways down the cliff particularly in the region between the point and Sunset Bay. Any increase in visitors to this region will inevitably attract more people to try to access the 50

intertidal. The intertidal in the region of Squaw Island can be a very dangerous place. The access around Squaw Island floods with the rising tide much earlier than the wave-cut benches seaward of the island. Thus it is very easy to get stranded out beyond Squaw Island. The control of visitor access and safety concerns about this area are inadequately addresses in the draft EIS and need further assessment in the final document. 50

It is notable in many sections of the EIS that the potential impacts are greatest for the preferred alternative. Geology, vegetation, aquatic ecology, nesting seabirds, cultural resources, paleontological resources, and private housing are all referenced as being the most impacted at Gregory Point. Despite this it is the preferred alternative. The other two sites, and others discarded from assessment have lower impact potential. The final EIS should address why the site that will be most impacted by this development is the preferred alternative. 51

A number of other impacts are listed in the EIS concerning Gregory Point but the larger consequences of the impacts are not addressed in this EIS. Below I have listed some of these larger implications that need to be addresses in the final EIS.

a. The Gregory Point site will likely need a sewer line addition from Charleston. The final EIS should address the likely consequences of a sewer line addition on growth in the Lighthouse Way/Cape Arago region. If a sewer line addition is deemed unnecessary then the effects of 260,000 people's waste need to be considered in more detail in the final document. 52

b. The expected increase in visitor activity that will generate additional demands on adjacent State Parks is not addressed in the draft. The final EIS should consider how the Bal'diyaka facility will influence the adjacent State parks. 53

c. Another troubling aspects of developing the Gregory Point region is the inadequate attention the EIS has paid to removal of large trees from this area, and the effects of windthrow on the remaining vegetation and buildings. Other than a statement that this is very likely to occur and that soils in this region are prone to promote wind throws, the larger impacts of windthrown trees are not addressed in the EIS. This should be corrected in the final version. 54

d. Highway access to all three sites is deemed adequate. In all three areas summer use of the adjacent highway is high and the location of the access roads at all three sites make for crowded and dangerous road conditions. At all three sites approaches are hidden until one is almost on the turn, there is no provision for pedestrians, and accident potential is high. The final EIS should address highway access and routes in more detail than the draft. 55

My final comment relates to the one page cumulative impacts (pg. 199). This is woefully inadequate and the final EIS should at 56

least contain an analysis of the discussion on the consequences of points a - d mentioned above. In all of these instances points should not be discussed in isolation from one another. 56

Please don't hesitate to contact me if I can provide any clarification of the points I have raised with these comments.

Yours sincerely,

Jan Hodder

cc. Ed Peterson

STEBBINS & COFFEY
Attorneys at Law

Michael R. Stebbins
James C. Coffey

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December 4, 1995

Daryl L. Albiston
Bureau of Land Management
Umpqua Area Manager
1300 Airport Lane
North Bend, OR 97459-2000

RE: Draft EIS for the Bal'diyaka Interpretive Center

Dear Mr. Albiston:

I represent the Charleston Sanitary District. The Board of Directors of the District have requested that I submit a written comment on behalf of the District regarding the Draft EIS for the Bal'diyaka Interpretive Center. First, the Board wanted me to let you know that the project has the support of the Charleston Sanitary District. In reviewing the draft EIS the Board noted that the Bureau recognized that the District's sanitary sewer system does not currently extend to the proposed sites and that no formal sewer moratorium exists. These comments in the draft EIS need additional clarification.

In addition to the comments regarding coordination with Coos County noted on page 181 of the draft EIS, if any of the proposed sites are to be served by an extension of the District's sewer system close coordination with the City of Coos Bay will also be required. The District's sewage is treated at Wastewater Treatment Plant #2 which is operated by the City of Coos Bay. The District has contributed capital for upgrades of the treatment plant and has a specific capacity for treatment currently allocated to the District. If any of the proposed sites are to be served by an extension of the District's sewer system the City of Coos Bay should be consulted about treatment capacity issues. This should be addressed and commented on in the final EIS. 57

Also, an issue exists regarding any extension of the District's collection system outside of the geographic boundaries of the District. A 1980 Oregon Attorney General's Opinion states that a sanitary district may provide sewer service to property outside of its boundaries only through arrangement with another district, city or other governmental agency authorizing use of the district's facilities. This opinion construes ORS 450.075, which limits a sanitary district's authority to serve beyond its geographic boundaries. Since the land involved would be held by the government of the United States in trust for the tribe, service is probably permissible, but this may arise as an issue and it should be addressed in the final EIS. 58

Please contact me directly if you have any further questions or concerns .

Sincerely,

James C. Coffey
jcc

cc: Board of Directors Charleston Sanitary District

Morris

Frederick Taylor
10390 Cape Arago Hwy.
Coos Bay, OR., 97420

November 25, 1995

Bureau of Land Management
Umpqua Area Manager
1300 Airport Lane
North Bend, OR.,
97459-2000

To Whom It May Concern:

I live on Cape Arago Highway and will be directly impacted by Bal'diyaka, particularly if built at Gregory Point. But I find no consideration of the impact the increased vehicle traffic will have upon me and my neighbors. Based upon your estimates of visitors and the number of visitors per car, this amounts to an astonishing 89,000 more cars traversing the length of Cape Arago Highway each year and an even more astonishing 179,000 vehicle trips (89,000 going, 89,000 returning). Yet the only concern expressed in this document seems to be that adquate parking is built once the visitors arrive or whether turn lanes will be required. 59

I submit that despite comments about the modest increase in noise, the impact upon what is, in fact, a residential neighborhood despite its rural character, will be enormous, and that a 140 per cent increase in traffic, as estimated, places an unreasonable burden upon the residents. 60

If Bal'diyaka is to be built, it seems obvious that the site with the least impact upon residents is at Coos Head. With the exception of the immediate Charleston area, the highway to Coos Head runs through undeveloped land. And the traffic increase would amount to only--only!--75 per cent, according to your estimates. 61

A final comment: I find it ironic that one of the selling points of the Gregory Point site is its historical connection with the U.S. Coast Guard. The Coast Guard has done everything in its power to keep the public from visiting Gregory Point, including locked gates and claiming that the bridge to the island is unsafe. Your own study found that to be untrue. 62

Yours Truly,

Frederick Taylor

Morris

CHICAGO PUBLIC SCHOOLS • 1819 WEST PERSHING ROAD • CHICAGO, ILLINOIS 60609

Office of the Chief Executive Officer
312/535-3700
FAX 312/535-8461

November 21, 1995

Mr. Daryl L. Albiston
Umpqua Area Manager
Bureau of Land Management
1300 Airport Lane
North Bend, Oregon 97459-2000

Dear Mr. Albiston:

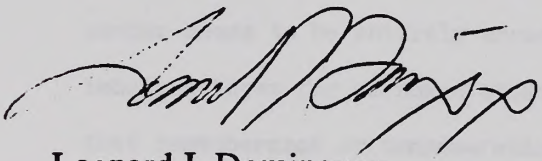
I am writing today to add my name in support of the establishment of the Bal'diyaka Interpretive Center.

The Interpretive Center is a worthy cause: worthy of the substantial community-wide commitment that goes into the planning of a project of this scope and magnitude, worthy of the time and effort that it takes to bring an idea full circle, to reality, and worthy of the place that the center will assume in the community for generations to come.

This center will interpret the culture and history of the Coos, Lower Umpqua, and Siuslaw Indians, and of the U.S. Coast Guard facility, not only for the local community, but for that wider, national and international audience of visitors which will come to learn and which will take that knowledge back home with them. This center will serve both as a conservatory and as a link between a past that has all but disappeared and the future that is upon us. 63

I believe that the environmental impact of the establishment of the interpretive center will be offset by the substantial societal, historical, and cultural benefits which will result. For these reasons, I give my wholehearted support to the creation of the Bal'diyaka Interpretive Center. 63

Sincerely,



Leonard J. Dominguez
Director of Policy and Research
Formerly Deputy Mayor for Education, City of Chicago

cc: Brenda Brecke
Jean Guana
Ladonna Harris
The Honorable Mark O. Hatfield
Starla Jewell Kelly
Cliff McClelland
The Honorable Bob Packwood
Robert B. Tippeconnic
Bay Area Chamber of Commerce
Confederated Tribes of Coos, Lower Umpqua and Siuslaw
Coos County Commissioners
U.S. Department of Transportation
U.S.E.P.A., Region 10
U.S. Geological Survey

TYK

13 November 1995

In re: Bal'diyaka Interpretive Center EIS.

Dear Mr. Albiston,

Due to unplanned, but very fortuitous historical circumstances, the American public is blessed with most of the Coos Head to Cape Arago coastline in a relatively undeveloped condition. This is perhaps Oregon's most beautiful and accessable ocean front, unmatched in its variety and quite unlike anything for many miles north or south. Granted, it is not entirely pristine, but given our tendency gild the lily wherever we encounter great natural beauty, this portion of our collective birthright is remarkably undespoiled. 64

Further construction along this stretch of coast is shortsighted, if not blatantly unwise. It is perhaps a simplistic comment, but they aren't making this type of landscape anymore, and we don't have very much of it now. This interpretive center seems to be entirely unnecessary, save as a source for governmental grants and nebulous hopes for economic stimulus in some unquantifiable manner. One would think that rememberance or commemoration of the aboriginal inhabitants is better served by leaving these sites in a condition more closely approximating their original state?

It should be obvious to anyone that any of the proposed locations for this Bal'diyaka ediface will be visually degraded by its presence. I invite the planners to look at these headlands from anywhere that they are visable and justify the ill-conceived addition of more man-made artifacts. This is clearly a situation in which inaction is preferable to action. Let these headlands be; they are just fine as they are, thank you, and needn't suffer further from our lack of foresight. 65

Sincerely,

Thomas Matosec (541) 756-3590

1165 Larson Way, North Bend, OR 97459

Morris

DA

COOS BAY DISTRICT

November 28, 1995

Bureau of Land Management
Umpqua Area Manager
1300 Airport Lane
North Bend, OR 97459-2000

Re: Draft Environmental Impact Statement for the
Bal'diyaka Interpretive Center

Dear Staff:

This letter and my previous letter of January 12, 1995 (attached) are submitted as written comment to the draft environmental impact statement for the Bal'diyaka Interpretive Center. I request that the final EIS address these comments.

I see that a number of the concerns I expressed in my January letter were subsequently mentioned in the draft EIS: ecological drawbacks, public safety concerns, lack of utilities, limited space, access problems, and deforestation and its attendant problems. Now that these matters have been recognized as potential problems, they raise interesting questions of liability. For example, who would be responsible for personal injuries and property damage resulting from these factors and what recourse would the injured parties seek? 66

As I read the draft EIS, I kept wondering how the facility will generate revenues to meet the projected budget and operation and maintenance costs. In these times of cutbacks and economic self-sufficiency, this project doesn't seem to fit. 67

When I suggested looking at Coos Head, I had in mind the existing Oregon Air National Guard site, not the property to the west that was described in the draft EIS. The Guard site would be ideal for a regional destination facility like the one contemplated. I urge those interested in this project to "think big" and examine more seriously whether the Coos Head location could be acquired. 68

Yours truly,

Jon Littlefield
PO Box 1154
Coos Bay, Oregon 97420
(541) 267-2156

January 12, 1995

Tioga Area Manager
Bureau of Land Management
Coos Bay District
1300 Airport Lane
North Bend, Oregon 97459-2000

This is a written comment regarding the Bal'diyaka project.

I live near Gregory Point. I attended the scoping meeting January 9, 1995. I am submitting these written comments as requested at that meeting.

Some of my comments are based on my personal knowledge and private interests, as a lifetime resident of the area and a property owner; other comments are altruistic.

At the scoping meeting I asked what the goals of the project are, because I think that is where a project of such size and expense should start. This should not be a case of "We have this land. What shall we do with it?"; but, rather, "We have these goals. How can we best accomplish them?" a

The response to my question about the goal of the project was "to tell the Indian story." The history of the Life Saving Service was also mentioned. Income generation was not a stated goal--for the Confederated Tribes, the B.L.M., or anyone else. But in this political age of jettisoning anything that is not cost effective, I would think primary concerns should also include how to pay for operating and maintaining the facility and how great is the benefit to the public, who apparently is going to pick up the tab. b

With these goals in mind, I think the idea to tell the public about coastal Native American culture is a good idea, but Gregory Point is the wrong place to do it. In this letter I want to mention some problems I foresee with Gregory Point, and I want to encourage those interested in the project to envision it at another location with greater potential.

Gregory Point is unsuitable for heavy public use. Over the years, with the waning of human activity in the vicinity, wildlife has reclaimed Lighthouse Island and Gregory Point. The area is now a significant bird nesting, resting and feeding area. Documented species c

now found there include not only many kinds of marine birds but also bald eagles, ospreys, owls and peregrine falcons. Undisturbed by the public, the tide pools are some of the most pristine left on the Oregon Coast. Much of the area is bog and woodland, compatible with endemic species of bog lily and darlingtonia. The impact on this place of a development bringing the physical presence of hundreds of thousands of visitors would be devastating. c

Human safety is also a concern. Experience tells us that drawing the public to cliffside, with attractive beaches and islands within reach, is a temptation that results in accident and injury. It happens all the time on the coast in places less hazardous than Gregory Point. I doubt that fencing and signing will stop the foolhardy from disobeying, trespassing and risktaking. Or, alternatively, the amount of fencing and signing needed to keep the public where it should be will visually degrade the place. There is no question that the area is visually outstanding. But views of it, from a safe distance, are already available to the public through a system of overlooks and trails at Sunset Bay State Park (e.g., a trail recently completed from Norton Cove to the headland overlooking the mouth of Sunset Bay). d

Gregory Point is a small and very fragile place to bring 150,000 or more people a year. There is no public sewer system available. Highway access is already seasonally crowded, and at the entrance to Sunset Bay State Park, dangerous. The proposed entrance to the project is at a point where automobile accidents have occurred, where the state highway narrows and curves, where foot, bicycle and auto traffic blend, and where drivers become distracted. If anything, steps should be taken to reduce the danger and congestion of that section of Cape Arago Highway, not aggravate them. e f

In addition to its ecological significance, the wooded area of Gregory Point is a natural adjunct and nice visual introduction to the string of state parks at Sunset Bay, Shoreacres and Cape Arago. It provides a buffer and a definition between private development and the parks. Reducing or removing that buffer, as will be required for the building, road and parking lots depicted in the project drawings, will degrade the parks. And development of Gregory Point will remove it as an option for future state park expansion. g

There are additional liability concerns regarding the site. At present the forest between Gregory Point and the state highway protects the residences and land along Lighthouse Way from the brunt of winter storms h

(which bring high winds from the southwest) and acts as a noise and visual buffer. If substantial parts of that forest are removed, the remaining trees will be subject to blowdown, and the residential property will be exposed to storm damage and windblown debris, and the privacy screen, which benefits both public and private property, will be lost. h

Much of the undeveloped land in the vicinity of Gregory Point is bog. During the wet season a large volume of runoff drains from uplands beyond Cape Arago Highway down into the Gregory Point area and through privately maintained ditches, culverts and pipes into the ocean. During periods of high rainfall, this system is at capacity. If a substantial portion of the forest is removed, or if the drainage pattern is otherwise altered, flooding and erosion of public and private property could occur with attendant liability. i

An important detail I also want to mention concerns road access. I strongly object to the changes the project drawings depict in the present location and use of the access to the residences along Lighthouse Way. Part of Lighthouse Way is paved and part is unpaved and privately maintained. A system of privately maintained drainage ditches, culverts and pipes parallels that road. About one block west from Cape Arago Highway, the road forks so that all traffic using the entrance road does not pass by all the residences. The project drawings consistently show the entrance road moved to the north and all traffic routed past nearly all of the residences. This reroute would require tree removal and drainage changes (with the attendant risk of liability I have already mentioned) and would increase traffic, noise and related problems for the residences. This is an issue that directly touches and concerns my property and is of utmost concern to me. Should the project proceed at Gregory Point, I trust you will change the plans to protect the privacy and light use of the present residential access and preserve the quiet residential setting. j

I am told Gregory Point is sacred to Coastal Indians. One wonders, then, how this project demonstrates their reverence for that land--how the deforestation, excavation, construction, paving, and disruption of habitat, with the result that one may likely see the place overrun with tourists, befits the tradition of the Confederated Tribes. One wonders if, once again, the Indians are being sold out by the White Men. Certainly the story of the Coastal Indians should k

be told, but let's not destroy one of their last sacred places to tell it.

What should happen to Gregory Point? Let it go back to nature, someday to be added, perhaps, to the state park system, but with special, guaranteed access for local Native Americans, who tread lightly on that place and respect it for the significance it has in their heritage and in ours.

And what of the project? Surely a more suitable location can be found that may allow the project to go forward with everyone's support, with adequate room for expansion, proper regard for public safety, sanitation, environmental impact, respect for the rights of private property, and sensitivity for Native American religious heritage.

One of my longstanding dreams for the Coos Bay Area is for it to have a cultural resource somewhat like Bend's High Desert Museum. A first class facility that tells the story of the Coastal Indians...and the explorers, shipbuilders, lumbermen, miners, farmers and waves of immigrants that found a life on the Oregon Coast. It would be built on Coos Head, which affords a 360 degree view of everything the Oregon Coast has to offer--not only the lighthouse but also the beaches, jetties, harbor, dunes, bay, forests and towns. And what better place to tell the story of the Life Saving Service than at Coos Head, overlooking the Coos Bay bar, where it all happened and where it still happens?

Prior to its closure for military purposes, Coos Head was a popular public lookout. Many locals witnessed sea rescues from that vantage point. Coos Head is a large tract of geologically stable ground. Public sewer and water are available. Public safety and access issues are minimal. It has existing road access from three directions. It is close to the commercial facilities of Charleston and the recreational attractions of Bastendorff Beach. Some of the headland is already within B.L.M. jurisdiction. Given that many other military facilities of far greater significance (such as the Presidio at San Francisco) are being closed and given over to other uses, it may well be that part or all of the Coos Head military installation, too, will become available. Oregon's newly powerful senators might be able to help it happen.

A Coos Head development, perhaps including private concessions (restaurant, lodging, shops), as well as public facilities, would be a really significant addition

to the area and could be economically viable, too. I would love to work on such a project, and I expect the entire community would support it.

Yours truly,

Jon Littlefield
PO Box 1154
Coos Bay, Oregon 97420
(503) 267-2156

Oregon
PARKS AND RECREATION DEPARTMENT
STATE HISTORIC PRESERVATION OFFICE

October 4, 1995

Bureau of Land Management
Umpqua Area Manager
1300 Airport Lane
North Bend, OR 97459-2000

RE: Draft EIS
Bal'diyaka Interpretive Center
Coos County

Dear Mr Albiston:

I have done a quick review of the above referenced document regarding cultural resources. The SHPO site files have three, not two, archaeological sites recorded within the project area as mapped on page 3 of the EIS: 35CS11, 35CS137 and 35CS86. The latter site is mapped along the entire curvature of Sunset Bay and recorded by Steve Beckham in 1974. It is listed as an "Indian camp" as well as an 1828 two day encampment for the Jedediah Smith party. The site has not been verified by a professional archaeologist. Has work been done to check out this site? 69

Based on archaeology, our preferred alternative would be #3. The criteria for selection made little sense to me. What does an historical association with the Coast Guard have to do with an Indian Interpretive Center? This criteria appears to bias selection towards #1, and appears to be the reason for its inclusion. I would have thought that Protection of Cultural resources would have been a major consideration since this is for an Indian facility. Again, not using this as a major consideration creates a bias towards #1. Is there tribal support for a tribal facility that will do the most damage to cultural resources? 70

If you need further information you can contact me at (503) 378-6508 ext 232.

Sincerely,

Dr Leland Gilsen
SHPO Archaeologist

1115 Commercial St. NE
Salem, OR 97310-1001
(503) 378-5001
FAX (503) 378-6447

PUBLIC HEARING - NOVEMBER 8, 1995 - AFTERNOON SESSION

Hearing: The first person is Richard Hanson.

Hanson: Now, I was at the planning session, all through the planning process, and the original site of Bal'diyaka was very much considered and I don't understand why you've chosen Yoakam Point or Coos Head as alternate sites.

Hearing: As part of the EIS process, it's required that alternative sites be looked at if there are potential alternative sites that are viable.

Hanson: Is the EIS draft completed?

Hearing: Yes

Hanson: I haven't seen it

Hearing: We could probably give you a copy of that. It's possible that your name was not on the mailing list -- it was sent out to approximately 150 people. It isn't though, I've already asked.

Hearing: Richard, if you missed that, that was our fault. You should have been on that list.

Hanson: Well, I didn't receive it

Hearing: I'll check to see whether your name was on the list, it could be that your name wasn't on the list or it could be that the post office screwed up somehow. Anyway, we'll make sure you get a copy of it.

Hanson: Okay.

Hearing: The next speaker is Steve Major

Major: I represent the Charleston Sanitary District and we went through this EIS and before I get to the questions, I'd just like to say that the Sanitary District is in favor of this improvement and there are just a couple of items that may need further addressing before the final EIS. The first one is on the land use issue because this development is outside of the District boundaries and the District has received other requests for sewer service outside the boundaries, that I guess for about four months now or five months, the District's been trying to get some type of resolution from the County as far as being able to serve outside the boundaries. 71

Hearing: Right

Major: So I think to avoid problems as far as being able to hook other people up, obviously, we're going to have to get some kind of approval from the County. The other issue deals with during the construction phase, it does state that you plan on having a separate storm drain system that will treat storm water and discharge it over the bluff; however, during the construction phase, it mentions that you're going to follow the guidelines as set forth by DEQ. And in those guidelines, in a number of areas it talks about putting the storm drain into the sewer system. And the District will be concerned about that because that's not allowed by ordinances. 71 72

Hearing: It was never intended that the storm runoff would go into the storm sewers at all, it would be treated on site and then released over the bluff

Major: Is that for during construction also?

Hearing: It would be, yes.

Major: Other than that, we don't have any problems.

Hearing: Does anybody else have any comments or questions? If you do, just please identify yourself and then state your question or comment.

Hanson: Well, in the parking area and the bus parking area intrudes on State Park lands, have you resolved that issue? 73

Hearing: We realize that that is an issue, and that would have to be resolved between both the State Park, BLM and the Confederated Tribes.

Hanson: What are you going to recommend?

LaTomme: Our intent (Oregon State Parks and Recreation) is to provide a written comment by the deadline. I'm not really prepared to make a recommendation one way or the other at this point.

Hearing: Richard, as to that issue, that has been an issue all along. And it will have to be resolved in the end. It might be premature to assume that we should resolve it prior to a selection of a decision on the project itself.

Hanson: I think that it should be resolved before the deadline for a comment.

Hearing: Okay, we'll take that into consideration. You didn't step up to the mike, so I'm going to repeat this, you'd like to see us resolve the issue of offsite parking with State Parks prior to close of the public comment period for the draft.

Hearing: Yes sir

Beckham: My name is Dow Beckham. I notice here you have impact on the social and economic value of plus 3. I don't know -- you probably already answered this question for other people who are concerned, but my question, if I can state it properly, is the returns from this type of program or this center as compared to the cost, do you have a figure, I would assume on it would attract tourists and there must be a way to arrive at that figure, and you have a plus 3 and that means if you guessed it would be about average or a little above average or are you saying that the returns would be more than it'll cost and part of this question would be what's the lifetime expectancy if you have such figure on these interpretative centers along with how much it costs to put them in. Do I make any sense?

Hearing: Yeah, that makes a lot of sense and I can answer part of that and maybe Joe will have to jump in on part of it. The proposed of the projections for the socio-economic came from the original planning document. The proposal that the Confederated Tribes had a consultant put together, Dean Runyan & Associates, put together the socio-economic projections on that. The site in full build-out, that's the best site development scenario you can think of comes to nearly $20 Million. That would inject, obviously, some monies into the community, short term for construction, but beyond that, it's projected that it'll be $4.1 Million a year brought in to the community area in terms of taxes, meals, all the things that go with tourists when they hang around for an extra two or three hours before they leave town. The two main topics, so, if you figure the site would fall down around your ears in ten years, then you'd recoup your cost within that 10 years. As to projections of the liability of such a site, did you folks address that. Normally, we figure a 20 year plan just for each structure we build and that's what we plan, but, I don't know and I don't know if Dean Runyan put any figures into that either. But, that's what we've got is, add a $20 Million site and we're talking about $4. or $4.1 Million a year, local community income wouldn't be income to the interpretive center itself but it would be income in the way of motel tax, that type of stuff, meals, tourist trinkets, souvenirs, whatever you want you want to call them.

Beckham: That's an important issue if I may so.

Hearing: Yes

Beckham: As to, you know, if the project goes or not, doesn't go.

Hearing: Right

Beckham: And I look at this point for number 1 point is probably if these things are short-lived, it's still in a position where it could be turned into some other activity, because the people are still going to be coming because of the location.

Hearing: And visitation for projection figures I remember you mentioning that. Likewise, were put together by Dean Runyan & Associates as part of the original master planning proposal that the Confederate Tribe put forward. And those figures are a hot debate, I'm sure, but, you got to start somewhere.

Hanson: Is there any indication from the State Highway Department, that State Highway will make improvements out to the interpretive center? 75

Hearing: Yes, it is.

Hanson: Is there any indication that they will improve that highway? 75

Hearing: Well

Hanson: We're going to generate a lot of traffic

Hearing: It's anticipated that the traffic people pass rather quickly and it will settle back. Right now it's incredibly busy out there already. I had some early discussions with State Highways, they want to talk about it when we get a real proposal, not a maybe proposal. Beyond that, I can't say much more. They basically have said so far they will only set down and talk to us when it becomes a real issue and the difference between access to Coos Head and Gregory Point are substantial. Those are the real differences. Yes, Ma'am

Unknown: It's something like now, 2000 cars. They expect that traffic will increase 140 percent.

76

Hearing: Joe, did they say that?

Unknown: So, that's a lot of traffic for a road that has no shoulder.

Hearing: Yes, and those are the types of things we need to consider and we definitely need to talk to ODOT about, there's no doubt about that.

Hanson: Or are they anticipating improving the road?

Hearing: I was told last time that I talked to Joe James that it was all together, waiting for our query. In other words, it's ready to be released at this point in time. For the lighthouse itself. Now, in philosophy, the point where the coast guard housing is, we're in agreement, the coast guard done an agreement with us to release that, but there are a few more steps that have to take place before that would occur. And that again, comes back to the funding issue. They need alternate sites to house their personnel that are now housed out there and I don't blame them. They

aren't doing to give up housing for nothing at this point in time either. Yes sir.

McCullen: My name is George McCullen and I live between Yoakam Point and Point Gregory on Cape Arago and I'd like to know what you plan on doing about sewage? Are you really going to hook up with Charleston Sanitary District and how do you suspect that's going to affect both of us who live along the highway, and also, what do you plan on doing about fire protection? 77

Hearing: That's probably a better one for Joe.

Hearing: As far as sewage is concerned, we are looking at the possibility of hooking up into the Charleston system. We've contacted the sewage agency, there's no negotiations because we don't have a real project per se, I mean this only a proposal. As far as what that would do to the folks between Charleston and Gregory Point, if that's the alternative chosen, again, we would have to work with the sewage agency to make sure that if the County were to allow your community, you would be hooked up, that would be done. Again, these are issues that have to be worked out.

Major: I hope I made it clear that the issue of the land use questions that right now, the District cannot serve when outside the boundaries. And so, there are two exceptions. One is Bastendorff Beach Park also the existing Air National Guard station there, or the Coos Head. If another, I guess, if the chances are better for a public agency to be served than it would be for any private residence along that route. So, if, by County requirements or codes, that Charleston can connect to this development, I would say it would be like a special use permit and that would be the only development that would be connected at that point. As far as the other residences along that 78

McCullen: Sir, it's got to go right in front of our house

Major: It's got to go right in front of your house, however, we can't hook you up. At least not initially, maybe down the road. But, because of LCDC they will not allow private residents to connect to the system. 78

McCullen: You mean, you'd dig a ditch all the way down Cape Arago to service this facility, and you wouldn't plan on being able to service all those houses and the future development along there? 79

Hearing: The line that's put in, I'm not saying at this point would be a single purpose line, when it's initially put in, it will only serve Bal'diyaka but that's not to say the line wouldn't sized so that other people coming in the future

McCullen: How could you do that? I mean that seems dumb, pardon me

Hearing: This is a good discussion, but I think you two gentlemen need to have this discussion together. We have likewise, again, talked to our local fire folks but depending on the site location and what not it would really depend on what would happen there. We would undoubtedly, if there was additional needs, identify those through the funding grant in process and get them taken care of. I don't know what that would really amount to. It really depends on where it would be. Whether it be Gregory Point, or Coos head, or nowhere or halfway in between. We will be required, you know, even though we're a federal agency, and the Tribes are an independent nation, we are still required to comply by all of the State, County, City, Local, Federal regulations and ordinances and all that kind of stuff. We can't shine those things off. We'll have to go to DEQ, we'll have to go to County Planning, all that nine yards of permits, we'll have to go through all that process and comply with all those if we end up doing this thing in the end. That's the only thing I can say for sure. Now, some other discussions have started, but we haven't made commitments nor have some of those entities made commitments of what will occur.

McCullen: Well, it seems to, traffic and the possible sewer, fire protection affect the people that live there, unless you can answer those questions, how can we comment on 80

Hearing: Right, and then that's what this is about. For you to identify those issues in general and go back with these folks and look at what we did address before and put some more meat on it and go further discussions and go into deeper detail on some of these individual issues. Some of those will remain decisions of those administrative agencies or entities, you know, if County planning or the Sanitation District. You know, if we petition them for hookup, you know, there's a myriad of things they have to deal with to provide that service. It sounds as though, and this is an editorial comment on my part, so don't claim it to him, that if they were to do that, they would put in a large enough pipe to take care of everybody eventually. That's strictly editorial on my part.

Hanson: Will there be another hearing before final draft, EIS is prepared 81

Hearing: Before the final, no. Well, this evening. Then they have 30 days for written public comments. Now, if there is enough request for such a thing, yeah, we'll hold another one. Say in the middle of December. We've kind of deviated from where we need to go this a little bit. Do we have any more issues or concerns that you'd like to be identified for Joe and his crew to make sure are covered in that draft? The final EIS

Hanson: Will the sewer line go out to Shore Acres? 82

Hearing: No, the sewer line doesn't go out that far. Okay? What I'll do is, I'll turn off the tape recorder now and you're more than welcome to ask all the questions you want and we'll try to keep track of them. The reason we try to tape them is because if I've got three people talking bang bang bang, I'm bound to miss something, so, we'll write them down later on. Okay?

PUBLIC HEARING - NOVEMBER 8, 1995 - EVENING SESSION

Hearing: The first person is Claudia Davis

Davis: I'm Claudia Davis and I live on Lighthouse Way and I have some questions in regard to the proposed action which is Point Gregory. The number one question is if this site is going to actually receive a quarter of a million visitors per year, if you divide that by 365 that means almost 800 visitors a day every day of the year and we're talking at least 400 cars per day all year long and I wonder how many parking sites are planned on Point Gregory? 83

Hearing: I believe there are about 130 parking sites that are next to the facility and there would also be bus parking near the facility itself.

Davis: We already have a very difficult time getting access to Cape Arago Highway from either Lighthouse Way at the bus shelter or the end of Lighthouse Way where I live in the summer time. However, your impact statement says there is no need for any traffic changes or lights or anything in this area. I cannot believe that that is an accurate statement. It's already almost impossible to get through downtown Charleston. If you're going to be bringing a quarter of a million people through Charleston and out to Sunset Bay or Point Gregory, and you have no intention of improving that roadway, you have no intention of providing access or egress and access to that roadway, even from the interpretive center, let alone from any of the feeder streets, it just doesn't make any sense that that is not a negative impact for any of the sites beyond Charleston. The other question that I have is in regard to the geological impact. The amount of space that is going to have to be paved, the amount of square footage that is going to have to be paved, that is going to change the natural drainage in the areas, is going to be significant when you talk about 100 or 200 parking spaces. We're talking about acres of parking. We're also talking about areas around the structures. All of this is going to be, you're going to change the natural vegetation, you're going to disseminate it, you're going to rid the site of the natural vegetation that is now the screening and you made a comment that you don't need, you're going to keep all the screening and you're going to keep all the trees, but you're going to do all this development as well and it doesn't seem very realistic to say that you're not going to remove the trees, you're going to allow the buffer zone for the trees and it's not going to be visible from Cape Arago Highway or from the homes on 84 85 86

Lighthouse Way, but yet, you're going to do all of this development on a very fragile ocean front bluff. And I'm really concerned about your identification of lack of wetlands. We walk from Lighthouse Way to Sunset Bay year round and there's significant wetlands along Cape Arago Highway between Lighthouse Way and Sunset Bay and lots of drainages. There's even a major drainage coming off of the hillside where the State Parks broadcast the sewer affluent from the perk ponds and it comes down the hillside and backs up on the east side of Cape Arago Highway and crosses Cape Arago Highway right into this area. And I don't see any attention of that major drainage and this geological study. There was some indication that there are buried tanks. There's also a septic system. Sand filtered septic system on the point for the coast guard residences. That system would have to be removed, I guess. I don't know what you -- there doesn't seem to be any address in here about what you're going to do about services. Whether you're going to propose Charleston Sanitary District to bring a sewer line out there 87 88 89 90

Hearing: That is a possibility

Davis: Did they give you any indication today, when they were here at the earlier meeting, how possible that alternative is?

Hearing: We didn't get a percentage of possibilities. But, they're certainly looking at that as a possibility. It would have to be a variance in the County Code to allow that sewer line to be placed out to the Interpretive Center.

Davis: Now, would that sewer line be just for the Interpretive Center or would all of the homes along the bluff that have been waiting with crossed fingers for a sewer line to come out there, is there a possibility that that's going to be -- that we can connect up to this sewer system. 91

Hearing: It was indicated from the sewer district representative that in all likelihood the sewer line would be only for the Interpretive Center but it was a possibility that it would be that some of the residents would be able to tap into that.

Davis: Because there's significant drainage problems on both sides of Cape Arago Highway for property owners and it would relieve a lot of problems if those homes were able to connect to that sewer line. Well, those are the things that I was concerned about and I really still have a question about why you have ruled out the Coos Head site. 92

Hearing: We have not ruled out the Coos Head site. All three sites are still being evaluated and in reality it's only until the end of the process when the BLM comes to the record of decision where they really finalize their decision of which site would be the preferred site and what mitigation would be associated with that proposed action.

Davis: Okay, well, thank you.

Hearing: Thank you. The next person is Janet Nelson

Nelson: I'm Janet Nelson and I have a home, my husband and I have a home at 10500 Cape Arago Highway which is halfway down the beach, I would say about in the center. We have read some of your statement here, I would have to say I didn't get clear through it. I was also very concerned about the sewer situation because it is true, I'd like to add to what Claudia said, that we do have significant surface water problems and we do have a lot of erosion on the beach, on the beach edge particularly and we've had a little go-round down there last year when the State Highway came in and put in a large enlargement of the road a few years back, they didn't address all of the roadways that connect to our driveways and we've had significant plug-ins, well that drenches in these heavy rains, it drenches the soils which go out to our cliff edges and wash over and it has been a significant problem and it would really be a help I think to all of us if we could have, if we do get this Interpretive Center at Cape Gregory, if at the same time, we could get sewer access, it would be a real relief to us and I think a long range solution would be a great thing. I am like Claudia, I am extremely concerned about the traffic down. Because when you go down Cape Arago Highway about at the point where you're going to turn into this, you are starting on the curve that goes down into Sunset Bay and it would seem to me that especially coming out of the Interpretive Center that is placed there, if you wanted to take the left turn, you would have to be extremely careful that there wasn't traffic coming up, it would be almost blind in there. And, we know people are traveling in big rigs, they travel fast down there, I wouldn't let my grandchildren play out there, I know that. It's not a very safe project and I can't imagine you really have planned for enough parking down there. If you are, in fact, going to have that many people. So, the traffic and the parking is my secondary concern too. I mean this is in no particular order, I really wasn't prepared particularly to speak tonight. The third, of course, is the wildlife. And I noticed from that you call Gregory Point has the highest rating as a wildlife refuge. It's as moderate to high quality. And, of course, we all enjoy the birds down there and the nesting birds and I guess we have a great fear for the impact on them that the nests will not be disturbed. I know you've had bird experts look at it like some of the people at the marine biology. But, I think those three items are really big to us. We would hate to see the bird life disturbed, we want it to go on. It's the most scenic area, no question about it. But, to destroy that property, it would be a shame, I feel. Thank you.

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Hearing: Thank you. The next speaker who signed is Daryl Nelson

Nelson: I'm Daryl Nelson and I'm Janet's husband. One other thing that we wanted to mention was Lighthouse Beach is kind of unspoiled and unprotected and not to much access, public access to the beach there. We've enjoyed that since we've owned the property. We are a little bit concerned if we get this high volume of people at the Center, is the beach going to impacted by that also. Will there be access to the beach for these people or will they just go to the Interpretive Center. 96

Hearing: I can tell you there is no plan to access to the beach from the Interpretive Center. There may be a trail that goes to Sunset Bay on the other side but not to Lighthouse Beach and as planned, there would be a perimeter fence so that the people, as it's planned it will be about six feet high so it would be a real challenge to go over it. That's not to say somebody couldn't, but, as it's planned right now, there would be no access to Lighthouse Beach.

Nelson: And, I just would like to reiterate the sewer situation, we think that living down there, that that would be one plus for us if we could somehow hook up to that sewer because we are all on septic tanks and we have repairs, we have problems, we have erosion and little by little the bank is just chipping away, so I just wanted to state that again. 97

Hearing: Thank you. That is everybody who has signed up. If anybody would like to speak, have questions, or have comments about the EIS, if you can come to the microphone and state your name and then your question or comment.

Hornstuen: My name is Catherine Hornstuen and I'm representing the Charleston Fire Department and I also live out there near the Cape. Didn't I hear somewhere that you were going to address some turning lanes in that area? 98

Hearing: You probably saw that in the newspaper. Okay, right now, a detailed traffic study has, for that particular site has not been done. Also, there's no site plan per se other than the preliminary site plan. Those kinds of issues, there's more detailed engineering issues would be taken up during the design phase of the project.

Hearing: The original planning document that the Confederated Tribes contracted had turning lanes in the original proposal. So, it's been addressed a number of times, but as to specifics on that site to this day, has not gone beyond that. It's an idea just like cul-de-sacing Lighthouse Way.

Hornstuen: Right. The other question I had, I was thinking that traffic-wise probably the Coos Head site would make more sense simply because there's more ins and outs over there at least some road improvement that could be more accessible. But, one of my concerns about that area is after looking at the latest geological survey map of the Charleston 99 100

Quadrangle, there's a number of faults and different formations that run through that particular area of right next to I think on the map it showed that the actual military facility was on pretty stable ground, but there was quite a different situation when you look right next to it as far as different formations. Has that been addressed? 100

Hearing: It has. And, it's been addressed in here and I'll make sure if it wasn't properly addressed in enough detail it would be in the final EIS.

Hornstuen: Yeah, because I know that map just recently came out within the last, I believe, month. Thank you.

Hearing: Thank you.

Donnelly: Hi, my name is Ann Donnelly and I live out in the Charleston area as well. Before I make my comments on EIS, I want to be sure to say that I support the idea of having a center like this very very much. I think it would be tragic to build it at Gregory Point which is currently the third alternative. Specifically, I think, some problems in the current draft are that the consequences of obtaining the variance that would be required to extend the sewer line have not been addressed. Those are secondary effects of this proposed site that have been completely ignored or document the consequences for development and basically sprawl out in the Charleston area. 101 Number two, I was quite troubled by the criteria that were applied to your candidate sites. The requirement that a site be of significance to the coast guard was a consequence of the tribe having thought Gregory Point was a good site and so the coast guard was built in to the things they wanted to do since the coast guard was already at Gregory Point. Now, that we suddenly had to do an EIS, those things have been reversed and having the coast guard, having the site significant to the coast guard has become one of the criteria and it reads almost as though you could have just written criteria that included and the site must be called Gregory Point. It feels a little bit like a rigged setup. 102 The next thing I wanted to comment was that the application of those criteria, even if they were appropriate, is uneven to a different site with respect to every single one of the satellite proposals you have given a 0 for significance to the coast guard or of significance to the tribes. It essentially, in every one of your appraisals of the satellite scenarios, you've ignored the fact that Gregory Point is part of that proposal. 103 The next thing that I was troubled by is that very recently, South Slough had a study done also looking at building a coastal guard learning center. They also had a study done assessing Coos Head but the site that they looked at for Coos Head is not the site that you all looked for Coos head, it's on the other side as part of the Air Facility. And like many of the other speakers, I would really encourage you all to have a slightly broader definition of Coos head, one that would allow you to avoid the geological faults and allow you to take advantage of the already quite developed setting up there and a setting that is also very dramatic. 104

Again, it feels a little bit as though what people were suggesting when you were originally proposing sites such as Coos Head has kind of been sidestepped by going over to the other side of the road. I recognize that that's BLM owned property already, but, not all of the other possibilities are BLM owned either, so I think there's some latitude there in looking at Coos head. And finally, I have some concerns about the accuracy of the numbers, the predicted numbers attendees again going back to this coastal guard learning center study, the same firm, I believe, did the proposed or the predicted attendance figures for that site or that project and they are completely different by orders of magnitude from the rosy numbers predicted for this project. So, again, there's something here that doesn't sit right and I am questioning the accuracy, I guess, for lack of a better word, of some of the methods that were used for the conclusions that were reached in this draft. Thank you. 104 105

Hearing: Thank you. Are there any other comments or questions? We'll just open it up to general questions and shut the tape off.

4.2 Response to Comments

Responses to letter from U.S. Environmental Protection Agency dated December 14, 1995.

1. Acknowledged.

2. Acknowledged.

3. Acknowledged.

Responses to letter from the Oregon Parks and Recreation Department dated December 6, 1995

4. Impacts associated with wetlands, vegetation, habitat, hydrology and geology are thoroughly analyzed in the Section 3.1 of the DEIS. Their significance is not understated. Implementation of avoidance, minimization and mitigation of these impacts will be carried out during site development planning and permitting of the project.

5. Environmental consequences on cultural resources, as a result of development on Gregory Point, are discussed on page 119 of the DEIS. Mitigation measures have been identified on page 122 of the DEIS. The mitigation measures would include a security fence and locked gate onto the footbridge connecting Chief's Island and the mainland. In addition, only small groups of people, accompanied by a guide, would be allowed access to Chief's Island and the existing lighthouse.

6. a) Impacts related to alteration of the natural environment of the sensitive coastal headlands is thoroughly analyzed in the Section 3.1 of the DEIS. Implementation of avoidance, minimization and mitigation of these impacts will be carried out during site development planning and permitting of the project.

   b) Please see the discussion on page 156 of the DEIS.

   c) Traffic. Please see the discussion of environmental consequences on traffic which are presented on page 183 of the DEIS. While no intersection or highway improvements were shown to be necessary in the DEIS, detailed site design, which will occur at a later phase of the project, may include a deceleration lane for southbound traffic entering the proposed interpretive center.

   Fire Protection. Discussions with Duke Groff, Fire Chief of Charleston Rural Fire District, confirmed that water volume in the main which runs along Cape Arago Highway is not sufficient for fire protection (Groff, pers. comm., 1995). Mr. Groff indicated that the hydrant volume could be supplemented with water from a pumper truck or on-site water

holding tanks. Mr. Groff also indicated that holding tanks have been designed on top of buildings or in lighthouses on other sites. On-site holding tanks and other fire suppression measures, such as sprinklers, would be designed in the detail design phase of this project.

Sanitary Sewer Service

Boundaries of Service. As stated on page 181 of the DEIS, the Charleston Sanitary District's service does not extend along Cape Arago Highway beyond the intersection of Cape Arago Highway and Seven Devils Highway, the boundary of the Sanitary District. According to James Coffey, the attorney for the Charleston Sanitary District, a 1980 Oregon Attorney General's Opinion states that a sanitary district may provide sewer service to property outside of its boundaries only through arrangement with another district, city or other governmental agency authorizing use of the district's facilities. Mr. Coffey states that since the land involved would be held by the government of the United States, service is probably permissible (Coffey, pers. comm., 1995). Mr. Coffey also stated that sanitary service to residential units along Cape Arago Highway beyond the district's boundaries would not be permitted without specifically expanding the district's boundary to include those residential units (Coffey, pers. comm., 1995a). In addition, sewer service to residential properties outside the Urban Growth Boundary is inconsistent with Statewide Planning Goal 11 (Perry, pers. comm., 1995).

System Capacity. According to Ralph Dunham, City Engineer for the City of Coos Bay, the Charleston Sanitary District has an agreement with the City of Coos Bay, which operates the wastewater treatment facility, to accept an average annual flow of 0.42 mgd (million gallons per day). The Charleston Sanitary District is currently using approximately 0.30 mgd (Dunham, pers. comm., 1995).

Sandi Whitaker, General Manager of the Charleston Sanitary District, confirmed this information and stated that the potential exists for an additional 354 residential equivalent units, at full build-out of the district (Whitaker, pers. comm., 1995). At the calculated average sewage flow of 175 gallons per day for each residential equivalent unit, the district would produce approximately 62,000 gallons per day additional sewage at full build-out of the district. At full build-out of the district, the approximate average annual sewage flow would be 0.362 mgd, leaving a reserve capacity of approximately 58,000 gallons per day.

Ralph Dunham also stated that there is a planned upgrade of the City of Coos Bay's wastewater treatment plant to expand its capacity by 1998.
Environmental Consequences. It is envisioned that the Bal'diyaka Interpretive Center would be serviced by the Charleston Sanitary

District, and a sewer line would be extended along Cape Arago Highway to service the facility if it is located at Gregory Point or Yoakam Point. If the interpretive center is located at Coos Head, it is envisioned that the current 2-inch sewer line, which services Bastendorff Beach County Park, would be upgraded to accept the sewage of the interpretive center.

The average sewage flow from the planned facility was calculated from the water usage rates of a similar facility, the High Desert Museum in Bend, Oregon. According to water usage and admissions data supplied by the Michael McKnight, Manager of Facilities (McKnight, pers. comm., 1995), and Sarah Rushton, Admissions (Rushton, pers. comm., 1995), the average water use per visitor is approximately 8 gallons. The anticipated yearly visitorship at the Bal'diyaka Interpretive Center is 266,000 people. At 8 gallons per visitor, the average daily sewage flow would be approximately 6,000 gallons.

The Charleston Sanitary District's reserve capacity after full build-out of its existing district boundaries is approximately 58,000 gallons per day. The District has the capacity to serve the interpretive center.

Water. Discussions with Ron Hoffine, Operations Director of the Coos Bay/North Bend Water Board, confirm that the existing water service along Cape Arago Highway would be sufficient for domestic use at the proposed interpretive center (Hoffine, pers. comm., 1995).

7. Part of the proposed Bal'diyaka Interpretive Center, as envisioned at Gregory Point, would be located on property owned by the Oregon Parks and Recreation Department. An agreement for the acquisition or right to use the property will have to be arranged between the BLM, the Confederated Tribes and the Oregon Parks and Recreation Department. This is an unresolved issue.

Responses to letter from the U.S Coast Guard dated December 8, 1995

8. The Bal'diyaka Interpretive Center is envisioned to include a lighthouse-like structure as part of its buildings. This structure would be designed to accommodate the light and navigational aid equipment, and is subject to approval by the U.S. Coast Guard.

9. Construction of the interpretive center on Gregory Point would require the dislocation of four U.S. Coast Guard housing units. Relocation of these housing units is an unresolved issue, which would have be to resolved with an agreement between the BLM, the Confederated Tribes and the U.S. Coast Guard.

10. Figure 1, as presented in the DEIS, contains a directional arrow and scale.

11. An additional figure, showing the regional location of the study area, is included in the Executive Summary of this document.

12. The date of the Archaeological Resources Protection Act is 1979, not 1973 as cited in the DEIS.

13. The BLM will consult with the U.S. Coast Guard as appropriate.

14. A discussion of the infrastructure that would serve the interpretive center is presented in the revised description of the proposed action, Section 2.1 of the FEIS.

15. Please see response number 8.

16. The DEIS identified potential mitigation measures. In its Record of Decision (ROD), the BLM will commit to mitigation measures which will be part of the proposed action. Please see Section 1.1 for other information concerning the ROD.

17. Figure 2 has been revised to show the existing U.S. Coast Guard housing, lighthouse (on Chief's Island), and foot bridge connecting Chief's Island to the mainland. Figure 2 (revised) is presented in Section 2.1.

18. Hazardous materials are discussed in Section 3.2.10, page 197, of the DEIS. The discussion of wastewater disposal is presented on page 182 of the DEIS and this discussion is supplemented by response number 6c above.

19. Revisions of Figures 10, 11, and 12, which include a directional arrow and scale, are presented in Section 3.0.

20. A search for the western bog lily to establish the presence or absence of the species on the sites is not necessary; the preliminary site plans were revised in the DEIS to avoid any impact (direct or indirect) to the preferred habitat of this plant, therefore avoiding impacts to this species.

21. The discussion of wetlands on the alternatives sites should have referred to Figures 10, 11, and 12, which show the approximate location of wetlands on Gregory Point, Yoakam Point and Coos Head, respectively.

22. The wetland determinations conducted as part of the DEIS are sufficient to establish the approximate location of wetlands on the sites. However, a detailed wetland delineation would be conducted prior to the design of the selected alternative to confirm that the final design avoids wetland areas.

23. Please see response number 16.

24. Acknowledged.

25. Please see response number 5.

26. The DEIS is being coordinated with the State Historic Preservation Office. The BLM and the Confederated Tribes would commit to mitigation measures acceptable to the SHPO in the Record of Decision. Please see Section 1.1 for other information concerning the ROD.

27. During the projected peak summer visitation of the interpretive center (July and August), the 138 camp sites at Sunset Bay State Park are used to capacity (Turner, pers. comm., 1996). During the months of June and September, Sunset Bay State Park used to approximately half of its capacity.

    Bastendorff Beach County Park has 90 camp sites, which are used to approximately 70% of capacity during summer weekends. This 30% remaining capacity is equivalent to 27 available camp sites (Combs, pers. comm., 1995). Within approximately 25 miles of Gregory Point, two additional County Parks (LaVerne Park and Ten Mile Park) and one State Park (William Tugman) has reserve camp site capacity. Both County Parks have approximately 30 unused camp sites during the peak summer months (Combs, pers. comm., 1995). The Tugman State Park has approximately 40 camp sites which are not used during the summer months (Turner, pers. comm., 1996). Therefore, within two miles of Gregory Point 27 camp sites are available and within 25 miles a total of 127 camp sites are available during summer weekends.

    The projected peak (July/August weekend) additional campground demand by the visitors to the interpretive center is estimated to be approximately 47 camp sites (Section 3.2.3 and Section 3.2.8 of the DEIS). Therefore, the State and County Park systems have sufficient campground capacity within 25 miles of Gregory Point. In addition, there are camp sites at six locations within the Oregon Dunes National Recreation Area.

28. It should be noted that visitation projections assumed that 15 percent of the total number of visitors (approximately 40,000 per year or 110 per day) were solely bound for the proposed interpretive center (page 135 of the DEIS). The remaining visitors will be visiting at least one other site (e.g., Sunset Bay State Park, Shore Acres, etc.) and would be in the area already. On an average day the interpretive center would result in an additional 110 people (73 two-way vehicle trips) being in the area. On peak summer weekend days the interpretive center would result in an additional 430 people (335 two-way vehicle trips) being in the area. These additional visitors and their associated vehicle trips would result in little or no change in traffic performance and would not change the rural character of the area.

29. Please see response number 28. In addition, the traffic analysis of page 189 of the DEIS assumed that all visitors to the interpretive center are solely on the roads on that purpose and showed no significant decrease in traffic capacity or levels of service.

As discussed in response number 14, the existing water supply and wastewater treatment facilities have sufficient capacity to accommodate the interpretive center.

30. Please see response number 28. In addition, the potential impacts on residences adjacent the to proposed facility at Gregory Point are discussed on page 144.

31. Acknowledged. Please see response number 9.

32. Besides the dislocation of the housing units, there are no other U.S. Coast Guard facilities affected by the interpretive center at Gregory Point.

33. Please see response number 9.

34. Acknowledged. Please see response number 9.

35. Please see response number 8.

36. Please see response number 27. In additional, the potential impacts on adjacent park facilities, other than camping, are discussed on pages 144, 148 and 151 of the DEIS for Gregory Point, Yoakam Point and Coos Head, respectively.

37. Please see response number 6c.

38. Please see response number 6c.

39. Please see response number 6c.

40. Acknowledged. No other comments indicate difficulty in understanding this section.

41. Please see response number 11.

Responses to letter from Richard Hansen dated December 4, 1995

42. The DEIS received adequate notice as required by The National Environmental Policy Act and the Department of the Interior guidelines (516 DM 1-7).

43. Please see response number 7.

44. Acknowledged. The BLM feels that the public hearing and public review period were adequate.

45. The build alternatives considered, Yoakam Point and Coos Head, are described in Section 2.2 of the DEIS. These alternatives do not include moving tribal artifacts or the cemetery site from Gregory Point.

46. Regarding validity of assumptions, opinion is acknowledged. However, SRI/SHAPIRO feels that all technical assumptions in the EIS are valid.

47. Opinion acknowledged.

Responses to letter from Jan Hodder dated November 30, 1995

48. The sponsors believe that the cultural and educational values of the proposed interpretive center would be severely diminished if the visitors were not exposed to the complete experience at the main interpretive building grounds. In addition, construction of the main interpretive center, at a site other than Gregory Point, with a satellite site at Gregory Point would increase the impacts because two sites would be disturbed. The vehicular circulation and parking, ethnobotanical interpretive trail, recreated coastal Indian village, view points and infrastructure (need for sewer service) would likely remain at Gregory Point. While the site plan would be revised to minimize impacts to forested areas the impacts would be approximately the same as described in the DEIS. The attractiveness of the view from Gregory Point would assure similar peak visitorship as discussed in the DEIS, with its associated environmental consequences (traffic, adjacent land use conflicts, infrastructure needs, etc.).

49. It was the choice of sponsors of the Bal'diyaka Interpretive Center that the center would interpret the natural history of Oregon's southern coast; the cultural heritage of the Coos, Lower Umpqua, and Siuslaw Indians; and the history of the local U.S. Coast Guard activities. In addition, if the historical association with the U.S. Coast Guard were eliminated from the decision criteria, the same three alternative sites would have been chosen. Gregory Point would have 5 of the 5 attributes, Yoakam Point would have 4 of the 5 attributes, and Coos Head would have 4 of the 5 attributes. In addition, Sitka Dock would have 4 of the 5 attributes, but the significant historical association with the Confederated Tribes is questionable and the site would have been eliminated from detailed study.

50. As discussed in Section 2.1 of the DEIS the proposed interpretive center site would be surrounded by a security fence and access to the beach or intertidal areas would not be allowed. This issue is therefore adequately addressed in this EIS.

51. The BLM Preferred Alternative, Gregory Point, was selected because it best satisfies the purpose and need of the proposed action. In addition, while some of the potential impacts associated with Gregory Point are relatively greater than those associated with development on the other sites, the impacts are not significant and can be mitigated. Please see Table ES-1 in the Executive Summary for a comparison of impacts.

52. As stated on page 181 of the DEIS, the Charleston Sanitary District's service does not extend along Cape Arago Highway beyond the intersection of Cape Arago Highway and Seven Devils Highway, the boundary of the Sanitary District. According to James Coffey, the attorney for the Charleston Sanitary District, a 1980 Oregon Attorney General's Opinion states that a sanitary district may provide sewer service to property outside of its boundaries only through arrangement with another district, city or other governmental agency authorizing use of the district's facilities. Mr. Coffey states that since the land involved would be held by the government of the United States, service is probably permissible (Coffey, pers. comm., 1995). Mr. Coffey also stated that sanitary service to residential units along Cape Arago Highway beyond the district's boundaries would not be permitted without specifically expanding the district's boundary to include those residential units (Coffey, pers. comm., 1995a). In addition, sewer service to residential properties outside the Urban Growth Boundary is inconsistent with Statewide Planning Goal 11 (Perry, pers. comm., 1995). Under current law and policy, sewer hookup to residences (existing or potential) is not possible. Therefore, while the sewer line would be extended specifically to serve the proposed project, it would not induce growth.

53. Please see response number 27.

54. The potential effects on large trees and all vegetation is discussed on pages 60 and 61 of the DEIS. While the proposed interpretive center would remove some trees in the middle of the sites, the trees and other vegetation most exposed to high wind velocities are along the bluff and would not be removed. By not removing trees near the bluff, increased incidences of windthrows would not be significant. No further analysis of windthrows in this EIS is warranted.

55. Please see the discussion of environmental consequences on traffic which are presented on page 189 of the DEIS. This traffic analysis assumed all visitors to the interpretive center are solely on the roads for that purpose and showed no significant decrease in traffic capacity for any alternative. As discussed in response 28, only a small portion (15%) of the traffic would be new, i.e., using roads to visit the interpretive center only.

It is recognized that direct access to the site (vehicular, bicycle and pedestrian) requires addition study. These elements will be studied in more detail during the site design phase of the project and detailed design may include a

deceleration lane for southbound traffic entering the proposed interpretive center. Vehicular, bicycle and pedestrian safety would not be compromised, and the final design would ensure that this safety issue is addressed.

56. The cumulative impacts in terms of infrastructure capacity are discussed in response number 14. The cumulative impact of increased growth due to sewer service being extended along Cape Arago Highway is discussed in response number 52. The cumulative impact of traffic is discussed in Section 4 of the DEIS (page 199). In addition, please see response 55. The cumulative impacts to vegetation due to windthrows is discussed in response number 54. The cumulative impact to parks is discussed in Section 4 of the DEIS (page 199). In addition, please see response 27.

Responses to letter from Stebbins & Coffey dated December 4, 1995

57. Please see response number 6c.

58. Acknowledged.

Responses to letter from Fredrick Taylor dated November 25, 1995

59. The impacts on traffic along Cape Arago Highway were evaluated in Section 3.2.8 of the DEIS. Please see the discussion of environmental consequences on traffic which are presented on page 189 of the DEIS. This traffic analysis assumed all visitors to the interpretive center are solely on the roads for that purpose and showed no significant decrease in traffic capacity for any alternative. As discussed in response 28, only a small portion (15%) of the traffic will be new, i.e., using roads to visit the interpretive center only. Therefore, the impacts to traffic will be even smaller than indicated on page 189, and the increased traffic would result in little or no change in perceived traffic performance.

60. Please see response number 28.

61. While the Coos Head site has fewer residences in its immediate area, potential impacts to adjacent land uses of all three sites are not significant.

62. Acknowledged.

Responses to letter from the Chicago Public Schools dated November 21, 1995

63. Acknowledged.

Responses to letter from Thomas Matosec dated November 13, 1995

64. Acknowledged.

65. The visual resources of the study area are analyzed in detailed in Section 3.2.6 of the DEIS. None of the alternatives resulted in a significant impact to the visual resources of the area.

Responses to letter from Jon Littlefield dated November 28, 1995

66. As discussed on page 10 of the DEIS, the interpretive center grounds would be surrounded by 5-6-feet high security fence to prevent trespassing onto adjacent private properties. Liability and insurance matters would be handled similarly to other facilities of this type.

67. The interpretive center is not unlike other public entities (museums, school, parks, etc.) which are established for public benefit, not profit.

68. The only location of sufficient size on Coos Head, which is not occupied by a preferential use (national security), is the site identified in the DEIS. That is why this alternative site was chosen.

68a. The purpose and need for the proposed action is discussed on page 2 of the DEIS.

68b. Please see response number 67.

68c. The existing conditions and environmental consequences of constructing and operating the facility at Gregory Point and the other alternative sites on vegetation, wildlife, wetlands and the intertidal areas are discussed in Sections 3.1.5, 3.1.6, 3.1.7, and 3.1.8 of the DEIS, respectively. Rare, threatened and endangered species are also discussed in those sections. The impacts on these resources and species are not significant.

68d. Please see response number 50.

68e. Please see response number 6c.

68f. Please see response number 55.

68g. Please see response number 36.

68h. Please see response number 54.

68i. Please see the discussion of surface water in Section 3.1.4, page 42 of the DEIS.

68j. As shown on Figure 2 of the DEIS, the interpretive center would have separate access road, which would be independent of Lighthouse Way. The effects of the proposed facility on the nearby residences are discussed on page 144 in the DEIS.

68k. Please see response number 5.

68l. Acknowledged.

68m. As discussed in Section 2 of the DEIS, 21 alternatives were initially evaluated for their feasibility and acceptability as sites for the proposed interpretive center. Three sites (Gregory Point, Yoakam Point and Coos Head) and the No Build alternative were studied in detail. The BLM will decide on the preferred site and associated mitigation measures in its Record of Decision. Please see Section 1.1 for other information concerning the ROD.

68n. Acknowledged. It was the choice of sponsors of the Bal'diyaka Interpretive Center that the center would interpret the natural history of Oregon's southern coast; the cultural heritage of the Coos, Lower Umpqua, and Siuslaw Indians; and the history of the local U.S. Coast Guard activities.

68o. Acknowledged. Please see response number 68.

Responses to letter from the Oregon Parks and Recreation Department dated October 4, 1995

69. Site 35CS86 was recorded in 1974 by historian Stephen Dow Beckham on the basis of a reference in the diary of Harrison Rogers, a member of the Jedediah Smith expedition, which on July 6, 1828, arrived at Sunset Bay (see Beckham 1995:2-3). Because Rogers did not note the location of the Smith party camp or the location of the camp occupied by the "100 Indians" who came to sell fish and mussels to the party, the location on the site form is shown as encompassing a broad area around Sunset Bay. The site extent, as indicated on the site form, is not based on the confirmed presence of archaeological remains.

Despite the potential for archaeological remains pertaining to both the Smith camp and an Indian camp, no evidence of this archaeological site was observed during a 1985-1986 evaluation of archaeological sites on State Park lands along the Oregon coast (Minor, 1986:72). In the report of that project, Beckham offered supplemental information based on his personal knowledge of the area to the effect that the "Indian camp" recorded as 35CS86 probably correlated with "a shell midden which was formerly located on a terrace 6-8 m above the road behind the present parking lot...the terrace collapsed into the roadway and the midden was totally removed about 1976" (Minor, 1986:72).

A more recent evaluation noted that "we investigated the roadcut in the site vicinity looking for newly exposed cultural materials, but like Minor (1986:72) we were unable to identify any remains of this site. The site appears to have been entirely destroyed (Moss and Erlandson, 1994).

Beckham's placement of the former shell midden constituting 3SCS86 "behind the present parking lot" at Sunset Bay State Park places this site well outside the Bal'diyaka Interpretive Center project area. In addition, all accounts indicate that this site no longer exists. Accordingly, the Bal'diyaka Interpretive Center project will have no affect on 35CS86.

70. Acknowledged. Please see response number 49.

Responses to Public Hearing Comments

Steve Major

71. Please see response number 52.

72. During construction and subsequent use of the site, stormwater from the site would not be put into the sewer system. Stormwater would be treated through bioswales and then released over the bluff.

Richard Hansen

73. Please see response number 7.

Dow Beckham

74. The construction cost for the interpretive center is estimated to be approximately $20 million (in 1995 dollars). Of the construction costs, an estimated $7.2 million will be for labor payroll. This results in a total of 146 construction jobs. In addition, the expected expenditures attributable to visitors to the interpretive center are $4.5 million per year (page 136 of the DEIS).

Richard Hansen

75. The BLM has had conversations with the Oregon Department of Transportation (ODOT) regarding the proposed interpretive center. ODOT will consider road improvements when the project is further along. In addition, please see response number 55.

Unknown

76. While the traffic analysis shows that there will be a large increase number of vehicles using Cape Arago Highway, there is no significant decrease in traffic capacity. Please see the discussion of environmental consequences on traffic which are presented on page 189 of the DEIS. This traffic analysis assumed all visitors to the interpretive center are solely on the roads for that purpose and showed no significant decrease in traffic capacity. As discussed in response 28,

only a small portion (15%) of the traffic would be new, that is using roads to visit the interpretive only. Therefore, the impacts to traffic would be even smaller than indicated in on page 189, and the increased traffic would result in little or no change in perceived traffic performance.

George McClellan

77. Please response numbers 6c and 52.

Steve Major

78. Acknowledged. Please see response number 52.

George McClellan

79. Please see response number 6c and 52.

80. Please see response numbers 6c, 29 and 52.

Richard Hansen

81. The BLM is not planning another public hearing.

82. Extension of the sewer line will not go to Shore Acres.

Claudia Davis

83. Parking for 130 passenger cars and 50 recreational vehicles would be provided adjacent to the interpretive center buildings. In addition, bus parking will be provided.

84. Please see response number 55.

85. Please see the discussion of surface water in Section 3.1.4, page 42 of the DEIS.

86. Please see the discussion of environmental consequences on vegetation on pages 60 to 62 of the DEIS. In addition, please see discussion of buffers on pages 144, 148 and 151 for Gregory Point, Yoakam Point and Coos Head, respectively.

87. Construction on the bluff line is not envisioned. There would be a perimeter fence along the bluff line to prevent visitors from inducing erosion. In addition, please see response number 54.

88. Please see response number 22.

89. Please see the discussion of surface drainages in Section 3.1.4 of the DEIS.

90. As discussed in Section 3.2.10 of the DEIS, underground storage tanks could be removed during construction. In addition, the current sand filter-type sewage treatment system on Gregory Point would be removed. A discussion of sewage disposal is presented in response number 6c and 52.

91. Please see response number 52.

92. Acknowledged. The Coos Head site is not ruled out. All three sites, as well as the No Build alternative are being evaluated. The BLM will decide on the preferred site and associated mitigation measures in its Record of Decision. Please see Section 1.1 for other information concerning the ROD.

Janet Nelson

93. Please see the discussion of surface drainages in Section 3.1.4 of the DEIS. In addition, please see response number 52 for a discussion of the sewer hookup issue.

94. Please see response number 55.

95. Please see Section 3.1.6 of the DEIS for a discussion of existing conditions and potential impacts to birds.

Daryl Nelson

96. As discussed on page 10 of the DEIS, the interpretive center grounds would be surrounded by 5-6-feet high security fence to prevent trespassing onto adjacent private properties and beaches.

97. Please see response number 52.

Kathleen Hornstuen

98. Please see response number 55.

99. The traffic impacts associated with the Coos Head site, as well as all the alternatives were evaluated in Section 3.2.8 of the DEIS. Please see the discussion of environmental consequences on traffic which are presented on page 189 of the DEIS. This traffic analysis assumed all visitors to the interpretive center are solely on the roads for that purpose and showed no significant decrease in traffic capacity for any alternative. As discussed in response 28, only a small portion (15%) of the traffic would be new, i.e., using

roads to visit the interpretive only. Therefore, the impacts to traffic would be even smaller than indicated in on page 189, and the increased traffic for any of the alternatives would result in little or no change in perceived traffic performance.

100. The Oregon Department of Geology and Mineral Industries (DOGAMI) recently published the Geologic Map of the Charleston Quadrangle, Coos County, Oregon (1995). According to the literature accompanying this map "The earthquake risk in the Charleston quadrangle is significant, with over 15 faults showing late Quaternary movement. Local earthquakes of at least Mw 5.5 are possible, based on minimum mapped fault lengths of up to 6 km and empirical relations between fault length and magnitude (Wells and Coppersmith, 1994)". What this quote means is that there are a number of small faults in the Charleston/Cape Arago area that are capable of producing moderate size earthquakes similar to the Scotts Mills earthquake of March 26, 1993 which had a moment magnitude (Mw) of 5.6.

One of these faults is the Yoakam Point Fault, a small fault which is categorized as a bedding plane reverse fault. The Yoakam Point Fault trends north/south from an offshore location along Mussel Reef through the center of the Yoakam Point site, across the Cape Arago Highway and terminates at an undetermined point. The rupture of the Yoakam Point Fault is within a coal bed of the Upper Coaledo Formation, ranging in thickness from 1 to 2 meters. The fault is east-dipping with the downthrown side to the west. Based on the lack of buried wedges of alluvium, talus, and cliff debris in the coastal cliffs at Yoakam Point, the authors of the DOGAMI report inferred a single late Quaternary faulting event. Late Quaternary movement implies that the fault has been active during the last 1 million years.

Another small bedding plane reverse fault with Quaternary movement, the Coos Head Fault, is inferred adjoining the eastern boundary of the Coos Head site. The fault's location is currently occupied by the road which connects the U.S. Naval Facility with Bastendorff Beach. In addition, a third small fault with Quaternary movement the Bastendorff Fault, transects the campground located southeast of the Coos Head site. Both of these faults are east-dipping with the downthrown side to the west.

A series of west/northwest trending faults are located north and south of the Gregory Point site and designated the Sunset Bay Faults. The faults are easily observed at low tide and in aerial photographs. Based on the truncation of these faults by local marine terraces, the Sunset Bay Faults are believed to be older than Quaternary age.

None of the three aforementioned faults have a topographic expression at the ground surface. This implies that movement on the faults has not occurred within the last 500 years. This allows a relatively low level of risk.

A higher level of risk is from the major seismic feature of the Charleston area, the Winchester Fault which is a northeast trending thrust fault that extends for about 3 miles east of the South Slough. Field evidence of this fault suggests multiple Late Quaternary ruptures although each noted event was determined to be older than 48,000 years. The greatest level of risk for the area is from an offshore subduction zone earthquake, which was discussed on page 26 of the DEIS.

Ann Donnelly

101. Please see response number 52.

102. Please see response number 49.

103. Please see response number 48.

104. Please see response number 68.

105. The attendance projections used in the DEIS are those prepared for the Master Plan for the Bal'diyaka Interpretive Center. These projections are based on a) projections of population in the major market areas for the proposed facility, and b) on capture or penetration rates for a facility such as the one proposed. Some of the assumptions on which these projections are based include:

- The development of a unique, very well presented and operated facility that stands out as a visitor attraction and education facility on the Southern Oregon Coast
- Expanding interest in ecotourism, including interest in Indian culture and history, among both U.S. and foreign visitors
- Expanding Oregon visitor industry, tied to increasing population in Oregon's major visitor markets
- The lack of any outstanding, visible visitor attractions on the Southern Oregon Coast, creating a stronger market for a new facility that is particularly notable
- Substantial visitor activity in the immediate area associated with state and county parks
- Strong flow of highway visitors through Coos County, many of whom are from California or elsewhere out-of-state and travel quickly through the area because there are few developed attractions

Regarding validity of the assumptions, the opinion is acknowledged. However, SRI/SHAPIRO feels that all technical assumptions in the EIS are valid.

Section 5.0

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5.0 REFERENCES

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