

**DECISION NOTICE**  
**and**  
**FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

**CRESCENT LAKE STATE AIRPORT IMPROVEMENTS**

**USDA Forest Service**  
**Deschutes National Forest**  
**Crescent Ranger District**  
**Klamath County, OR**

**Location**

The Forest Service recently prepared an Environmental Assessment (EA) on a proposal to allow improvements on the runway at the Crescent Lake State Airport. This is a permitted, State-managed facility on National Forest Land, near the town of Crescent Lake Junction. The EA is available at the District Ranger's office in Crescent, Oregon.

The Crescent Lake State Airport is located about 15 miles northwest of Crescent, Oregon, in Township 23 S., Range 6 E, and Section 36. The project is on the Crescent Ranger District, Deschutes National Forest, in Klamath County, Oregon.

**Decision and Reason for the Decision**

I have decided to implement Alternative 2. This will allow the improvements along the Crescent Lake State Airport to proceed. Alternative 2 meets the purpose and need of the project because extending the clearing limits on either side of the runway, and at the northwest end of the runway will alleviate the conditions that cause take-off and landing operations to be unsafe.

Trees that line the runway are to be cleared to a distance of 75 feet from each side of the existing runway. The total width of cleared area, including the existing runway would total approximately 300 feet. Trees in an area at the northwest end of the runway will also be cleared within about 600 feet. All trees would be cleared. They are all lodgepole pine, the average size being 6" diameter and about 40' tall, though some are larger and many are smaller. The Forest Service will facilitate removal of the trees through a timber sale.

**Alternatives Considered**

Public and internal scoping did not reveal any alternative-driving issues.

The Environmental Analysis considered two alternatives: The No Action (Alternative 1), and the Proposed Action (Alternative 2). The No Action alternative provided a basis for comparing the environmental effects of the proposed action. It was analyzed in detail, but fails to meet the stated purpose and need.

## **Public Involvement**

Public involvement with this Environmental Assessment began with the initial scoping phase in November of 2001. A letter describing the proposed action and a map of the project area was sent to over 200 individuals, groups, and agencies. The project proposal was listed in the *Schedule of Projects for the Ochoco and Deschutes National Forests and the Prineville District of the Bureau of Land Management*, and was also posted on the Deschutes National Forest web site. As a result of this public scoping 14 comments were received.

A 30-day comment period was initiated on January 25th, 2002 with notice of the availability of the Environmental Assessment (EA). The EA or notice of its availability was mailed to 227 individuals, agencies, and organizations, and was posted to the Deschutes NF web site. Notice of the availability was also published in the *Bend Bulletin*, and the *Klamath Falls Herald and News*. During the 30-day comment period, four comments were received in support of the project.

## **Finding of No Significant Impact**

This section of the document describes the reasons the action will have no significant effects, and why an Environmental Impact Statement (EIS) will not be prepared.

Based on the site-specific environmental analysis documented in the EA, I have determined that this is not a major federal action that would significantly affect the quality of the human environment; therefore, an environmental impact statement is not needed. This determination was also made with consideration of past, present, and reasonably foreseeable future actions on National Forest land and other ownership's within potentially affected areas, which could have a cumulatively significant effect on the quality of the human environment.

I have found the context of the environmental impacts of this decision is limited to the local area and is not significant. I have also determined the severity of these impacts is not significant, considering the following factors of intensity:

1. The analysis considered both beneficial and adverse effects. The Environmental Assessment evaluates the clearing of trees along the runway and at the north end of the runway. The impact from implementing this project is disclosed in Chapter 3 of the EA. Supporting specialists'

- reports may be found in the analysis file. These documents include a Project Review for Cultural Resources under the terms of the 1995 Programmatic Agreement, wildlife and fishery biological evaluation, and plant biological evaluation, which were summarized in the EA. No significant impacts were identified; therefore it is not a significant Federal action. (EA pages 8 - 11).
2. There are no known adverse impacts to public safety. The result of improving the runway will have a positive effect on human safety. (EA pages 1-2, Purpose and need for the proposed action).
  3. No unique characteristics of the geographic area such as cultural resources or wetlands will be adversely affected. (EA page 8, 11).
  4. The effects of the project on the quality of the human environment are not likely to be highly controversial. (EA pages 9-12).
  5. Similar tree clearing has occurred near the project area, and in other areas with similar landscapes. Therefore, the degree of the possible effects on the human environment is not highly uncertain, nor are unique or unknown risks involved. (EA Chapter 3, pages 9 - 12).
  6. This decision does not set a precedent for future decisions. Any future decisions will need to consider all relevant scientific and site-specific information available at that time. (EA Chapter 3, pages 9 - 12).
  7. These actions are not related to other actions that, when combined, will have significant impacts. (EA page 9-12)
  8. A cultural resources survey and assessment was completed for the project area. No potentially eligible historic or prehistoric cultural resources were observed in the area. It was determined that the project would not have the potential to affect any eligible historic properties. (EA page 11)
  9. The Biological Evaluation was reviewed and summarized in the EA. There is no habitat for northern bald eagle, northern spotted owl, lynx, or Oregon spotted frog in the project area. A determination of "No effect" was made for bald eagles, lynx, and spotted frogs. A determination of "May effect, but not likely to adversely affect" was made for spotted owls. (EA page 9)
  10. None of the actions implemented by this decision threatens a violation of the Federal, State or local law, or requirements imposed for the protection of the environment (EA Chapter 3).

## **Other Findings**

Actions in the selected alternative are consistent with the management direction, standards, and guidelines in the Deschutes Forest Plan (1990) as amended by the Northwest Forest Plan, including requirements for survey and manage species.

## **Implementation Timeline and Administrative Review**

This project is scheduled to be implemented in fiscal year 2002.

This decision is subject to administrative review (appeal) pursuant to 36 CFR 215. Any written notice of appeal of this decision must be fully consistent with 36 CFR 214.14 and must include the reasons for the appeal. A written notice of appeal must be filed with the Reviewing Officer within 45 days of the date legal notice of this decision appears in the Bulletin (Bend Oregon). File notice of appeal with:

**Harv Forsgren**  
**Regional Forester/USDA Forest Service**  
**PO Box 3623**  
**Portland OR 97208**  
**Attention: 1570 Appeals**

For further information contact:

Phil Cruz  
Crescent District Ranger  
PO Box 208  
Crescent, OR 97733

Phone: (541) 433-3200

    /s/ Phil Cruz      
PHIL CRUZ  
District Ranger

    3-8-02      
Date

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[Deschutes and Ochoco National Forests Website](http://www.fs.fed.us/centraloregon/manageinfo/nepa/documents/crescent/airport/airport-dn.html)

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Last Update: 3/13/02

R.A. Jensen