Draft Environmental Assessment

Fleet and Industrial Supply Center, Puget Sound Fuel Department Small Boat Ramp Repair

Kitsap County, Washington
June 2001

US Army Corps of Engineers®
Seattle District

FISC Puget Sound Fuel Department
Small Boat Ramp Repair

Draft Environmental Assessment

June 15, 2001

Responsible Agencies: The responsible agencies for this work are the Department of the Navy, Fleet and Industrial Supply Center, Puget Sound and the U.S. Army Corps of Engineers, Seattle District (construction and environmental compliance agent).

Abstract: This document evaluates the impacts of repairing an existing small boat launch ramp at the FISC Puget Sound Fuel Department (MFD). The boat ramp is used to launch boats which deploy oil spill containment booms around vessels loading or discharging fuel at the MFD fuel pier. Vessels utilizing this boat ramp would be first-responders to any oil spill at the MFD large fueling pier, as well as responders to any large oil spill in southern Puget Sound. The rough, uneven surface of the existing ramp has caused recent personnel injury and equipment damage and requires repairs. In accordance with National Environmental Policy Act (NEPA), this document examines the potential impacts of the proposed project.

Routine repair and maintenance of Navy facilities associated with existing operations and activities is generally categorically excluded from NEPA documentation requirements under *Policies and Responsibilities for Implementation of the National Environmental Policy Act within the Department of the Navy* (32 CFR Part 775). However, under Navy NEPA regulations, categorical exclusions are not applied when a proposed action occurs in an area where federally-listed endangered/threatened species occur. For this reason, a primary focus of this Environmental Assessment (EA) is potential impacts to species protected under the Endangered Species Act of 1973.

THE OFFICIAL COMMENT PERIOD ON THIS ENVIRONMENTAL ASSESSMENT ENDS ON JULY 18, 2001.

This document is also available online at: http://www.nws.usace.army.mil/ers/envirdocs.html

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1. INTRODUCTION

The Navy is proposing to repair an existing small boat launch ramp at the FISC Puget Sound Fuel Department (MFD). The Corps of Engineers, Seattle District (Corps) is acting as the Navy's construction agent for this work. The boat ramp is used to launch boats which deploy oil spill containment booms around vessels loading or discharging fuel at the MFD fuel pier. Vessels utilizing this boat ramp would be first-responders to any oil spill at the MFD large fueling pier, as well as responders to any large oil spill in southern Puget Sound. The rough, uneven surface of the existing ramp has caused recent personnel injury and equipment damage and requires repairs. In accordance with National Environmental Policy Act (NEPA), this document examines the potential impacts of the proposed project.

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1.1 Location

The FISC Puget Sound Fuel Department (MFD) is located on Orchard Point in southern Kitsap County, 7 miles west of Seattle and 11 miles east of Bremerton, Washington (Bremerton East Quadrangle, T24N, R02E, Section 15). The 214 acre site is bounded by Puget Sound and Rich Passage/Clam Bay to the east and north, respectively; National Marine Fisheries Service (NMFS) and Environmental Protection Agency (EPA) property to the northwest; rural lands to the west; and residential property and the town of Manchester to the south. See Figure 1 in Appendix A.

1.2 Site Information

The FISC Puget Sound Fuel Department is owned and operated by the U.S. Navy for distribution of fuel oil for use in naval vessels/shore stations, Coast Guard tankers, and National Oceanographic and Atmospheric Administration units. The MFD has been receiving, storing, and supplying various types of petroleum products to military fleet units and for shore activities in the Pacific Northwest since World War II. The MFD is the largest U.S. military underground fuel-storage facility in the continental United States, with 50 concrete or steel tanks (34 underground and 16 above ground) and a storage capacity of 74 million gallons.

The small boat ramp is located on the Rich Passage side of Orchard Point (see Figures 1 and 2). The 123 foot long concrete structure is approximately 22' wide at the top, tapering to 17.5' wide at the bottom of the ramp. The ramp extends to a depth of -5.5' mean lower low water (MLLW). One of the primary purposes of the ramp is to launch spill response boats, and other Navy vessels. Other users include NMFS and EPA (the EPA boat ramp in Clam Bay is not functional at lower tides). The existing ramp is tilted with an uneven surface making launching of spill

response boats hazardous. The portion of this ramp above mean higher high water was resurfaced in August 2000.

Adjacent to the small boat ramp, is a 8' wide by 300' long timber pier with an attached 50' long by 15' wide foam-filled concrete float. This structure was built in the 1940s to provide moorage for small work boats, including the Fire Department's search and rescue boat. The small boat pier is currently in poor condition and may be replaced within the next five years, contingent upon funding.

1.3 Project Purpose and Need

The purpose of these repair activities is to assure that the boat ramp can be used in timely and safe manner. This will allow for rapid containment of any spills at the large fuel pier during low tides, thereby minimizing the risk of exposure of fish and benthic organisms to petrochemicals. If no action is taken, hazards to human health and safety would continue to exist at the small boat ramp. In addition, there could be delays in response to fuel oil spills due to difficulty in accessing the ramp during certain tidal conditions.

2. DESCRIPTION OF THE PROPOSED ACTION

Construction will occur between August and October 30 in 2001 or 2002, dependant on when environmental approvals are obtained. Construction activities are expected to take no more than 10 days, and will be scheduled during a time when there are at least four consecutive days of minus tides. All work will occur within the footprint of the existing boat ramp. The new ramp surface elevation will be no higher than that of the existing structure.

Construction will occur in two phases. Phase 1 will coincide with the lowest tides, and will focus on the portion of the ramp between –5.5' and +6' MLLW. Work on the section of the ramp between +6' and +11.5' MLLW will occur during Phase 2 when the low tides are higher.

<u>Phase 1: –5.5' to +6' MLLW</u>

- Construction will begin with demolition of the deteriorated portions of the existing small boat ramp, which consists of spalls and loose concrete. This material will be removed by a wheeled backhoe or bobcat and disposed offsite. Some in-water work will be necessary, as the toe of the ramp is at an elevation of –5.5' MLLW. This work is expected to take approximately six hours to complete. Work will be sequenced so as to minimize in-water work. Work on the lower portion of the ramp will occur at ebbing/low tides, then construction will proceed up the ramp as the tide rises.

- On the second day of construction, surface preparation work will occur. If necessary, the ramp surface will be graded and/or backfilled with 4" rock to maintain exiting elevations. Some 1' to 2' riprap present along the margins of the ramp may need to be temporarily moved at this stage. If existing riprap at the toe of the structure has deteriorated, it will be replaced. A wheeled backhoe or bobcat will be used to perform this work. Between 0' and +6' MLLW, temporary wood forms will be placed along the edges of the ramp to delineate

the ramp footprint and rebar or metal wire fabric will be secured 16" on center with anchor bolts. This work will take approximately six hours.

- On the third day of construction, actual resurfacing will begin. New, cast-in-place concrete will be placed between 0' and +6' MLLW. High-early-strength concrete formulated specifically for pouring directly into marine waters will be used. An anti-washout admixture (Sikament 100 SC or Eucon AWA) will be used to greatly reduce or eliminate concrete washout during curing. These additives produce concrete that becomes fluid when sheared or mechanically agitated, but reverts to a dense, high viscous consistency when at rest. The mixtures reduce or eliminate laitance (the accumulation of fine particles on the surface of curing concrete). This type of concrete will set almost immediately. A tremie (shoot) will be used so that the concrete truck will be able to pour as far as possible from the water's edge. Pouring will take approximately one hour. Pouring will begin shortly after the water recedes below the mean lower low water depth contour so that the maximum hardening time is available before inundation (at 0' MLLW, approximately 2 hours during a –2.4' tide, assuming one hour for pouring). During hardening, the cast-in-place concrete will be covered with plastic to minimize the surface area which comes into contact with tidal waters. While the plastic will not provide a complete seal, it will greatly reduce any water chemistry impacts associated with uncured concrete.

- On the fourth day of construction, new pre-cast concrete panels will be placed on the portion of the ramp between 0' and –5.5' MLLW. The panels will be anchored using a mechanized anchoring system driven to a depth of approximately 7 feet. The anchoring system will be installed using a bobcat, and panels will be placed using a backhoe. The seams between the panels will not be filled. Some in-water work will occur, but will be minimized by timing the work to coincide with low tide.

Phase 2: +6' to +11.5 MLLW

- The second phase of construction will follow the sequence of the Phase 1 work, and will be timed to avoid in-water work and maximize dry set time. The first step will be demolition, followed by form placement, followed by pouring. This work is expected to take between three or four days.

Prior to the low tide on the first day of construction, the portion of the ramp above +11.5' MLLW, which was replaced last year, will be pressure washed to remove algae and other sea life. No additives will be used in the washer water.

Tide windows currently under consideration for Phase 1 work include: August 17 to 20, 2001 (-2.2, -2.5, -2.4, -1.7) and August 7 to August 10, 2002 (-2, -2.4, -2.4, -1.9).

3. ALTERNATIVES CONSIDERED

3.1 No Action

The existing ramp is tilted with an uneven surface making launching of spill response boats hazardous. The rough, uneven surface of the existing ramp has caused recent personnel injury and equipment damage and requires repairs. The no action alternative does not assure that oil spill response boats can be launched in timely and safe manner.

3.2 Resurfacing with Stone

The use of stone is impractical because of the maintenance problems it would present. Stone large enough to remain in place under the tidal and current conditions in the area would not provide a smooth enough surface for boat launch operations.

3.3 Resurfacing with Cast-in-Place Concrete

The Navy's original proposal for ramp repair was to use cast-in-place concrete along the entire length of the boat ramp. Initial feedback from resource agencies was unfavorable, so the Navy and Corps have worked to develop an alternate plan that would reduce impacts of the repair work. By casting concrete in place only to the mean lower low water elevation and committing to work at a –2' MLLW or lower tide, no wet concrete will enter waters of the state (per WAC 220-110-270).

3.4 Resurfacing with Pre-Cast Panels or Cable Concrete

The Navy and the Corps considered using pre-cast concrete panels or cable concrete (an articulating block system) along the entire length of the ramp. However, these types of structures are typically used in freshwater areas. Their anchoring systems are not designed for use in marine waters with high tidal ranges; the manufacturers recommend use in freshwater only as there is insufficient data for tidal areas. Inadequate anchoring could result in non-uniform settling and an uneven ramp surface, which would render the ramp unusable. In addition, if anchors are not developed specifically for use in tidal waters, the panels may be prone to dislodge.

Vessels utilizing this boat ramp would be first-responders to any oil spill at the MFD large fueling pier, as well as responders to any large oil spill in southern Puget Sound. The construction of structures subject to design uncertainty is not appropriate for emergency response facilities. The risks associated with using pre-cast panels along the entire length of the ramp were determined by the Navy and the Corps to be too high.

The current proposal is thought to be a reasonable compromise. The placement of pre-cast panels below the mean lower low water depth contour will serve as a test for anchoring systems in tidal waters while insulating the Navy against some of the risk of using the panels (as the ramp will be unusable only during minus tides if the panels fail). If the panels do fail, the Navy will likely submit another JARPA for additional work between 0' and –5.5' MLLW.

4. IMPACT REDUCTION MEASURES

4.1 Impact Avoidance/Reduction

Construction will likely occur between mid-August and October 30. This work window is outside of the USFWS closure period for bull trout in Puget Sound marine waters (February 16 - July 15), the NMFS closure period for chinook in Puget Sound marine waters (March 1 – July 1), the bald eagle nesting season (January 1 - August 15), and the bald eagle wintering season (October 31 – February 31). Construction will occur when chinook and bull trout are least likely to be present in the action area, and during a portion of the year when bald eagles are most tolerant of disturbance. If all environmental approvals are not obtained in time to complete work in the 2001, construction may begin during the end of the bald eagle nesting season as the only suitable tide window occurs between August 7 and 10.

In-water work will be minimized to the extent possible. Work will be sequenced so that work on the lowest sections of the ramp will occur during the lowest tides. As the tide comes up, work and equipment will move up the ramp.

Several construction best management practices (BMPs) will be implemented: (1) biodegradable hydraulic fluids will be used for machinery at the site; (2) the cement truck will not hose off in an area subject to surface water runoff, or less than 50 feet from a receiving water or storm drain; (3) a fuel spill kit with absorbent pads will be onsite at all times; (4) no equipment fueling or servicing will occur within 300 feet of the water; (5) no material will be stockpiled below mean higher high water (+11.5') during construction operations; (6) plastic will used to separate uncured concrete from tidal waters; and (7) disposal of construction debris will occur offsite at an approved facility.

4.2 Compensatory Mitigation

At the suggestion of Doris Small (WDFW), the Navy is proposing to remove a deteriorated boat ramp on the NMFS property along the shore of Clam Bay. The NMFS boat ramp is located above the +6' MLLW depth contour on a gently graded beach of mud. Concrete blocks are present on the shore side of the structure, and quarry spalls are scattered throughout the area. This site is directly adjacent to the outfall of Lower Beaver pond.

Boat ramp removal will occur after the ramp resurfacing work is complete. A wheeled bobcat will be used. Demolition will occur during low tide, with no in-water work. During the demolition, plywood will be temporarily placed on the work area to prevent the heavy equipment from altering the beach contour. All debris will be disposed at an upland location. This work is expected be complete within one low tide.

4.3 Monitoring

Water quality will be monitored during ramp demolition and concrete pouring/curing. The Field Service Center of the Manchester Environmental Laboratory (MEL) will measure *in situ* pH, turbidity, temperature and conductivity. A summary of the results will be provided to the regulatory agencies that reviewed the proposal.

5. EXISTING ENVIRONMENT

Rich Passage is a shallow sill, less than 70 feet deep. Its waters are biologically productive due to this shallow depth and the tidal constriction provided by the narrow passage between Bainbridge Island and Orchard Point/Point Glover. The obstruction to tidal flows caused by the sill causes localized upwelling and enhanced vertical flux of nutrients, which results in elevated primary production (Kruckeberg 1991). The marine waters along the shorelines of the East Kitsap basin also provide a physical transition zone between the warmer, less saline waters of the shallow shelves, bays, and channels of the peninsula to the cool, dense saline ocean waters of Puget Sound's main basin (Williams et al. 1975).

Rich Passage is characterized by swift, strong tidal currents. Flood currents are directed to the N-NW, and ebb currents are directed to the S-SE. In Clam Bay, currents are oriented parallel to shore but undergo as many as four reversals of direction during a single tidal cycle (Hart Crowser 1996). Net current drift in the vicinity of Orchard Point is oriented to the E-SE, with an estimated velocity of 3 cm/sec (Hart Crowser 1996). In the deeper waters of Rich Passage net drift is flood dominant (i.e., toward the NW). The maximum retention time for waters in the furthest interior regions of Clam Bay is approximately six hours (Hart Crowser 1996). Salinity adjacent to the MFD large fueling pier ranges from 26 to 30 ppt (Weitkamp, 1994).

The Washington State Ferry System runs both car and passenger ferries through Rich Passage several times a day. Navy and commercial ships, as well as private boats also frequent the project area.

In Clam Bay and the small embayment in which the boat ramp is located, the bathymetry is gently sloping. The depth in the outer portions of the bays is approximately –18' MLLW. From there depths off Orchard Point drop off dramatically, to –60' MLLW only 500' from shore and –300' MLLW one mile offshore.

The eelgrass bed nearest to the project site is located on the other side of Orchard Point, adjacent to the large fuel pier. Smelt and sand lance are known to spawn on beaches to the south of the project site. Herring holding occurs in Port Orchard Sound.

Shoreline conditions along Orchard Point are generally good, with only moderate development. Three piers are located along the project area's shoreline, but much of the shoreline of the Federal property is forested with little bank stabilization/hardening present. The MFD is bound by Clam Bay to the north. A NMFS mariculture laboratory, the Manchester Environmental Laboratory (a chemistry laboratory operated jointly by EPA and Ecology), and the Manchester Annex Superfund Site are located along the shoreline of Clam Bay. A NMFS salmon net pen operation is present in the southern portion of the bay.

The shoreline of the small embayment in which the pier and boat ramp are located is characterized by bedrock outcroppings vegetated with Douglas fir (*Pseudotsuga menziesii*), Pacific madrone (*Arbutus menziessi*), and an understory consisting of Scotch broom (*Cytisus scoparius*), Himalayan blackberry (*Rubus discolor*), huckleberry(*Vaccinium spp.*), and oceanspray (*Holodiscus discolor*). Please refer to the photographs in Appendix B. At a 2/28/01

site visit, the substrate adjacent to the ramp and pier was primarily sand/gravel with patches of cobble. Rip rap is present in the area immediately adjacent to the small boat ramp.

6. ENVIRONMENTAL EFFECTS

The proposed project is normal repair of an existing structure. All work will occur in the footprint of the existing structure. As described below, construction activities associated with the proposed work may have an effect on water quality and noise levels in the vicinity of the boat ramp. However, these impacts would be temporary and highly localized in scope. Adverse effects on species or designated critical habitat protected under the Endangered Species Act or other shoreline resources are not anticipated.

6.1 Water Quality

Two types of water quality impacts may result from the proposed action: increased turbidity and pH changes associated with concrete placement. Increased turbidity will be associated with demolition and site preparation work, particularly on the section between about –2 and –5.5' MLLW which will be worked while covered with water. Given the strong currents in the project area, the large grain size of sediments in the project area, and the small amount of in-water work required, turbidity is not expected to extend beyond a 150' radius of the work area.

The leaching of carbonates from setting/curing concrete can increase the pH of adjacent waters, particularly in freshwater environments. The magnitude of pH changes attributable to curing concrete are dependant on two factors: the amount of water-soluble "alkali" present in cement (as K_2SO_4), and volume/flow characteristics of the receiving water body. If construction is to be cost-effective, the loss of cement through washout must be minimized. This is accomplished by using admixtures to restrict the amount of cement leaching into the water to a few grams per hundred weight of cement used (or a few grams per cubic meter of water).

With respect to this project, significant changes to the pH of waters in the action area are not anticipated for a couple of reasons. First, an admixture will be used to greatly reduce or eliminate concrete washout during curing. This type of concrete will set almost immediately. Pouring will begin shortly after the water recedes below the mean lower low water depth contour so that the maximum hardening time is available before inundation (approximately 2 hours during a –2.4' tide, assuming one hour for pouring). The cast-in-place concrete will then be covered with plastic to minimize the area which comes into contact with tidal waters. Second, the buffering capacity of saline waters is quite high. The buffering system of seawater involves carbonic acid (H_2CO_3), hydrogen bicarbonate (HCO_3^-), carbonate (CO_3^{2-}). These chemical species resist changes in pH when either a base or an acid is added by acting as a reservoir for hydrogen ions; they donate H^+ when the concentration falls and takes H^+ when the concentration rises. A third factor is dilution and tidal flushing. A very small amount of concrete will be poured relative to the volume of water in the embayment, and tidal currents will disperse any affected waters rapidly. The flushing time for waters in the furthest interior regions of Clam Bay is approximately six hours (Hart Crowser 1996). The small embayment where the boat ramp is located is adjacent to Clam Bay, but in a more exposed location. Considering these three factors, pH changes significant enough that water quality standards are violated or marine organisms suffer physiological harm are unlikely.

6.2 Intertidal Habitat

Since all work will occur in the footprint of the existing ramp, there will not be a reduction in intertidal habitat. No additional scour or wave deflection is anticipated since there will not be a net increase in hard structures. The elevation of the existing ramp surface will not be raised. Longshore sediment transport may improve slightly from current conditions, as the seams between the pre-cast panels (placed below 0' MLLW) will not be filled. The gaps between the panels may allow for better sand movement. No trees will be removed during construction.

The resurfacing will not increase usage of the ramp, but will increase accessibility during lower tides. The ramp is used about once a month, so minor human disturbance and sediment disruption from wakes and propwash will occur sporadically. These operational effects are expected to be insignificant. The potential for petrochemical pollution is low, as no refueling occurs on the ramp or adjacent shoreline.

As part of this project, the Navy will removal a derelict boat ramp on the NMFS property in Clam Bay. This action will result in a small increase in the extent and availability of intertidal habitat in the project area. Removal of the ramp will allow for an increase in epibenthic production in the ramp footprint and enable more natural longshore sediment transport. Removal of the structure will result in the temporary water quality impacts described above, although probably to a lesser extent as all work occur in the dry. Construction access would result in a temporary alteration of beach contours, but this effect will be minimized by placing plywood beneath equipment paths.

6.3 Noise Disturbance

The noise associated with the shore-side operation of heavy equipment may disrupt wildlife in the vicinity of the work. However, the project area is characterized by substantial human activity on both the waterward and landward sides of the shoreline. Surrounding areas are heavily forested, and the topography is such that construction noise is not expected to travel far from the work area. Construction will be temporary and highly localized. Construction will occur during a portion of the year when bald eagles are most tolerant of disturbance. Any effects of noise disturbance are expected to be insignificant.

6.4 Endangered and Threatened Species

Several species listed as either threatened or endangered are potentially found in Grays Harbor. These species are listed in Table 1. Pursuant with Section 7 of the Endangered Species Act (ESA), a Biological Evaluation (BE) was prepared to assess potential impacts of the proposed work on species protected under the Act. The BE is available online at: <http://www.nws.usace.army.mil/ers/envirdocs.html>.

The BE concluded that the proposed project is not likely adversely affect any species protected under the Act, largely because construction will occur when chinook and bull trout are least likely to be present in the project area, and during a portion of the year when bald eagles are most tolerant of disturbance. The BE was submitted to USFWS and NMFS on June 4, 2001. The individual effect determinations made in the BE are summarized in Table 2. The Navy will not

proceed with the proposed work until letters concurring with the determinations made in the BE have been received.

Table 1. Protected Species Potentially Occuring in the Project Vicinity

Species	Listing Status	Effect Determination
Bald Eagle *Haliaeetus leucocephalus*	Threatened	Not likely to adversely affect
Marbled Murrelet *Brachyramphus marmoratus*	Threatened	Not likely to adversely affect
Coastal/Puget Sound Bull Trout *Salvelinus confluentus*	Threatened	Not likely to adversely affect
Puget Sound Chinook Salmon *Oncorhynchus tshawytscha*	Threatened	Not likely to adversely affect
Steller Sea Lion *Eumetopias jubatus*	Threatened	Not likely to adversely affect
Humpback Whale *Megaptera novaeangliae*	Endangered	No effect
Leatherback Sea Turtle *Dermochelys coriacea*	Endangered	No effect
Puget Sound/Strait of Georgia Coho Salmon *Oncorhynchus kisutch*	Candidate	No determination made

7. ENVIRONMENTAL COMPLIANCE

7.1 National Environmental Policy Act

This Environmental Assessment (EA) satisfies the documentation requirements of NEPA. After the comment period for this document has ended, a Finding of No Significant Impact (FONSI) will be prepared for inclusion with a Final EA.

7.2 Endangered Species Act

In accordance with Section 7(a)(2) of the Endangered Species Act of 1973, as amended, federally funded, constructed, permitted, or licensed projects must take into consideration impacts to federally listed or proposed threatened or endangered species. A Biological Evaluation (BE) was submitted to USFWS and NMFS on June 4, 2001. This document concluded that the proposed project is not likely adversely affect any species protected under the Act. The BE is available online at: <http://www.nws.usace.army.mil/ers/envirdocs.html>. The Corps will not proceed with the proposed work until we have received letters concurring with the determinations made in the BE.

7.3 Clean Water Act

The Corps has prepared and will submit a Washington State Joint Aquatic Resources Permit Application Form (JARPA) to the Washington Department of Ecology (Ecology) and the Regulatory Branch of the Seattle District Corps. Regulatory Branch has indicated that the proposed work qualifies for Nationwide Permit 3 (Maintenance). If Ecology determines that a Water Quality Certification is required, repair work will not be initiated until a certification has been issued. The Corps and the Navy will abide by the conditions of the State-issued Water Quality Certification to ensure compliance with State water quality standards.

7.4 Coastal Zone Management Act

The Coastal Zone Management Act of 1972, as amended, requires Federal agencies to carry out their activities in a manner which is consistent to the maximum extent practicable with the enforceable policies of the approved state Coastal Zone Management Program.

Washington's Shoreline Management Permit and Enforcement Procedures are codified in section 173-27 of the Washington Administrative Code. Developments exempt from substantial development permit requirements include: *"Normal maintenance and repair of existing structures or developments, including damage by accident, fire or elements…Normal repair means to restore a development to a state comparable to its original condition, including but not limited to its size, shape, configuration, location and external appearance, within a reasonable period after decay or partial destruction, except where repair causes substantial adverse effects to shoreline resources or environment…*[WAC 173-27-040(b)].

The proposed project will simply restore the small boat ramp to a state comparable to its original condition before damage by the elements occurred. Work will not extend beyond the footprint of the original structure, and will not cause substantial adverse effects to shore resources or the environment. The proposed action is thus considered consistent to the maximum extent practicable with the State of Washington Shoreline Management Program. The Navy will not initiate construction on the proposed project until Ecology has issued a letter concurring with this determination.

7.5 National Historic Preservation Act

The National Historic Preservation Act (16 USC 470) requires that the effects of proposed actions on sites, buildings, structures, or objects included or eligible for the National Register of Historic Places must be identified and evaluated. A June 8, 2001 query of the 1993 Washington State Office of Archaeology and Historical Preservation database indicated that there are three documented archaeological sites within 0.5 mile of NMFS boat ramp mitigation site. A Corps archeologist has initiated consultation with the Washington State Office of Archaeology and Historic Preservation (OAHP). It is anticipated that the project will have no adverse effects on historic properties or resources included or eligible for inclusion in the National Register of Historic Places. The Navy will not proceed with work until a letter concurring with this determination has been received from the State Historic Preservation Officer (SHPO).

8. CONCLUSION

Based on the above analysis, this project is not a major Federal action significantly affecting the quality of the human or natural environment, and therefore does not require preparation of an environmental impact statement.

9. REFERENCES

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Appendix B
Photographs of the Project Site

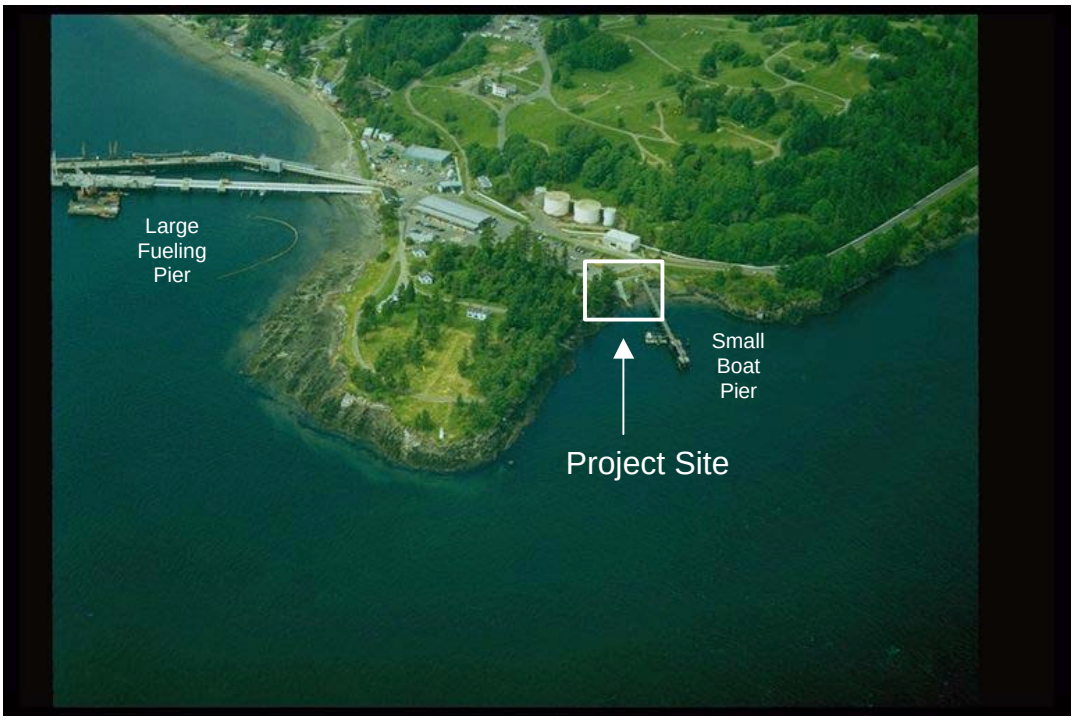

Photo 1 Aerial photo of the project area (5/92).

Photo 2 View of the small boat ramp to be resurfaced (2/01).

Photo 3 A landward view of the Navy boat ramp, taken from the small boat pier. The upper portion of the ramp, above +11.5' MLLW (the mean higher high water datum at this location), was resurfaced last year. This photograph was taken at an approximately +8' MLLW tide (~10:00 on 2/28/01).

Photo 4 Riprap surrounding the upper portion of the ramp, with the small boat pier in the background (2/01).

Photo 5 The MFD small boat pier (2/01).

Photo 6 The shoreline adjacent to the small boat ramp. Photo taken from the end of the small boat pier (2/01).

Photo 7 The NMFS boat ramp to be removed as a conservation measure. This photograph was taken at an approximately +6' MLLW tide (~11:00 on 2/28/01).

Photo 8 The beach above the NMFS boat ramp (2/01).