

**DECISION NOTICE
AND
FINDING OF NO SIGNIFICANT IMPACT**

**Bend-Fort Rock Ranger District
Deschutes National Forest
Deschutes, Oregon**

Gull Point Boat Ramps Improvement Project Environmental Assessment

Location

The Bend-Ft. Rock Ranger District of the Deschutes National Forest has analyzed the environmental effects of proposed recreational improvements at a Forest Service developed recreation site at Wickiup Reservoir within this Environmental Assessment (EA). The project would include the reconstruction of the existing Forest Service boat ramps (Figures 2 through 4) and the improvement of the associated parking areas. These Forest Service facilities are located within and adjacent to Gull Point Campground.

The proposal was designed with the intent to improve recreation facilities (boating) and experiences at these two boat ramps. Implementation will include the removal of less than an approximate acre of vegetation, new pavement and ramp ways and fill at the Gull Point boat ramp to meet specification for boat launching.

The project area is approximately 5 acres and is located southwest of the urban growth boundary of Bend, Oregon within the Northwest Forest Plan boundaries adjacent to Wickiup Reservoir in T. 21 S., R. 8 E. The boat ramps are within and adjacent to Gull Point Campground. The Deschutes National Forest Land and Resource Management Plan (Forest Plan), 1990, as amended by the Northwest Forest Plan (NWFP), 1994, established broad direction for the Forest. The analysis conducted for this project tiers to the Final Environmental Impact Statement for the Forest Plan and its supporting documentation.

The project falls within the Intensive Recreation management area (MA11) in the Deschutes National Forest Land and Resource Management Plan (Forest Plan). It also falls within the Riparian Reserve and Administratively Withdrawn management areas as identified in the Northwest Forest Plan.

Decision

Based on my review of the environment analysis, I have decided to authorize implementation of **Alternative 2** of the Gull Point Boat Ramps Improvement Project of the Bend-Fort Rock Ranger District (BFR).

My decision authorizes the following actions:

Gull Point Boat Ramp The existing ramp does not meet current design standards for safety and usability. The ramp is extremely long and narrow and poses a threat to the safety of the boating public. Additionally, the launching facilities are not ADA accessible (Americans With Disabilities Act). This project would replace the existing ramp designed to provide safe boat launching facilities for boaters

during a wide range of reservoir elevations. The new ramp would have boarding floats for safer accessibility of users.

Also, the present ramp is not adequate for present use levels. Wickiup Reservoir had the 9th highest level of use among Oregon's reservoirs and lakes in 2001. This ramp supported 50% of the known use at the reservoir in 2001 (Oregon State Marine Board Triennial Survey).

Removal of the existing boat ramp will require excavation of 31 cubic yards (CY) of concrete below the high water mark. An additional 75 CY of native material will be removed above the high water mark. Fill activities occurring for this boat ramp include the placement of 1,500 CY of borrow material below the high water mark, over the existing location to construct a jetty for the purpose of meeting slope requirements of the new ramp. Also, 700 CY of riprap will be placed around the jetty and edges of the ramp for erosion control. Another 40 CY of aggregate will be placed to a depth of 6 inches to establish the proper slope of the replacement ramp below the high water mark. An additional 95 CY of rock, 2 CY of cast-in-place concrete and 120 CY of riprap will be placed above the high water mark to complete the toe of the ramp and protection around the top of the jetty. Another 30 CY of asphalt will be placed on top of the jetty, above the high water mark, for safer and easier access to the ramp. All concrete poured below the high water mark will occur during the period when the reservoir is drawn down, or be pre-cast to ensure the concrete is fully cured before it comes in contact with the water.

North Wickiup Boat Ramp The existing ramps do not meet current design standards for safety and usability. Currently, only one of the ramps is usable at lower reservoir levels. Neither ramp is ADA accessible. Additionally, parking is not adequate for current use levels. During peak periods in the summer season, the public must park along the access road to the site (Road 4260) as the existing parking area is overflowing. This creates additional safety concerns with lack of site distance for motor vehicles and pedestrians, as well as impacting vegetation along the roadside. This project would provide additional parking and replace the existing ramps with a ramp designed to provide safe boat launching facilities during a wide range of reservoir elevations. The new ramp would have boarding floats for safer accessibility of users.

The existing low water boat ramp (approximately 32' x 190') will be replaced with a 45.5' x 290' two lane public boat ramp, 220 lineal feet of which occurs below the high water mark.

Removal of the existing boat ramps will require excavation of 76 CY of asphalt concrete, 33 CY of concrete and 50 CY of material below the high water mark. An additional 36 CY of asphalt and 11 CY of concrete and 50 CY of material will be placed below the high water mark. Fill involved is 170 CY of concrete, 154 CY of riprap and 140 CY of crushed rock will be below the high water mark. There will also be 60 CY of concrete, 68 CY of riprap and 48 CY of crushed rock to be used as fill above the high water mark.

Rational for Decision

I have chosen to implement Alternative 2 because it best meets the Purpose and Need and is in response to an identified need. In making this decision, I have reviewed the Environmental Assessment and associated specialist information that has been disclosed in the analysis to make a reasoned choice. No significant impacts on the quality of the human environment have been identified.

Alternatives Considered

In addition to Alternative 2, the no action alternative was analyzed, but not selected (EA pages 10 and EA pages 18 through 33).

Alternative 1 (No Action): I did not select this alternative because it does not meet the purpose and need for action. Forest Service boat ramp improvements that would improve the efficiency of boat launch/retrieval, reduce congestion, and reduce damage to Forest user's boats and trailers would not be implemented. The present boat ramps would continue to deteriorate, cause damage to boats, trailers, and vehicles, and continue to be a safety concern. Long lines of boaters waiting to launch/retrieve boats would continue during peak periods of use. Associated parking improvements that would improve parking efficiency would not be implemented. Utilizing parking potential to reduce congestion and haphazard parking in parking areas and access roads would not occur. Safety concerns with line-of-sight and parking along access roads would continue.

Scoping

This project was first announced in the Spring 2007 issue of Schedule of Projects for the Deschutes and Ochoco National Forests and Prineville District of the BLM (April 2, 2007). Scoping for this project began on May 30, 2007 for a thirty-day period, with letters being sent to interested and affected publics.

One email and one letter that were support of the project were received within the scoping comment period. Both were glad to see these improvements being planned.

30-day Public Comment Period

The 30-day public review and comment period notice was published January 18, 2008 in the local Bend newspaper *The Bulletin*. A letter notifying the public of the start of the comment period was sent to the project mailing list. There were no responses from the public during the 30-day comment period.

Finding of No Significant Impact

I have determined through the environmental analysis that the activities included in my decision (Alternative 2) are not a major federal action, individually or cumulatively, that will not significantly affect the quality of the human environment; therefore, an environmental impact statement is not needed. This determination was made considering the following factors:

In terms of context (40 CFR 1508.27 (a)):

(1) Beneficial and adverse direct, indirect and cumulative environmental impacts discussed in the EA have been disclosed within the appropriate context and intensity. No significant effects on the human environment have been identified. There will be no significant direct, indirect or cumulative effects to soil, water, fish, wildlife resources, inventoried roadless areas, stands of trees that display late or old characteristics or other components of the environment (EA page 34).

- (2) No significant adverse effects to public health or safety have been identified. None are unusual or unique to this project. Implementing Alternative 2 would have beneficial effect on public health and safety (EA page 33).
- (3) There will be no significant adverse impacts to wetlands, wild and scenic rivers, prime farmlands, old growth forests, range and forestland. No significant effects are anticipated to any other ecologically sensitive or critical areas (EA page34).
- (4) The effects of implementation of this decision do not rise to the level of scientific controversy as defined by the Council of Environmental Quality (EA pages 34).
- (5) Based on previous similar actions in the area the probable effects of this decision on the human environment, as described in the EA, are well known and do not involve unique or unknown risks (EA pages 17 to 18).
- (6) This action does not establish a precedent for future actions with significant effects, nor does it represent a decision in principle about a future consideration (EA page 34).
- (7) This decision is made with consideration of past, present and reasonably foreseeable future actions on National Forest land and other ownerships within potentially affected areas, which could have a cumulatively significant effect on the quality of the human or natural environment. I find there to be no such cumulative significance (EA pages 17 to 33).
- (8) Based on the pre-disturbance survey and record search of the project area, a determination of; No Historic Properties Affected (as defined in 36 CFR Part 800) on any listed or eligible cultural resources (EA, page 32).
- (9) The biological evaluation and assessment for the area indicates that the proposed project will have no significant adverse impacts on any proposed, endangered, sensitive or threatened plant or animal species. Should any endangered or threatened species be found following the implementation of the project, the environmental analysis will be reviewed and revised, and consultation with the United States Fish and Wildlife Service will commence immediately, if necessary (Wildlife Biological Evaluation (BE), and Botany BE).
- (10) This decision is in compliance with relevant federal, state and local laws, regulations and requirements designed for the protection of the environment. Effects from this action meet or exceed state water and air quality standards (EA pages 34).

Other Findings

- This decision is consistent with the goals, objectives and direction contained in the Deschutes National Forest Land and Resource Management Plan (LRMP) and accompanying final environmental impact statement dated August 27, 1990 as amended by the Regional Forester's Forest Plan Amendment #2.
- This decision is in compliance with Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations". No minority or low-

income populations will be disproportionately affected from implementation of the decision (EA pages 11 and 29).

- No designated roadless areas, old growth stands or Wild and Scenic Rivers that would be adversely affected by the proposed activities.
- There is no habitat within the planning area that is classified as “Essential fish habitat” for anadromous fisheries.
- Wetlands, fisheries, water quality and designated floodplains will not be adversely affected by any of the proposed management activities.

Implementation Date

As there were no comments received during the 30-day comment period, implementation may begin immediately following publication of a legal notice of this decision in *The Bulletin*, Bend, Oregon.

Administrative Review or Appeal Opportunities

This decision is not subject to appeal in accordance with 36 CFR 215.12(e)(2) because there was no expression of interest received during the 30-day comment period and the decision maker did not modify the proposed action.

Contact

For additional information concerning this decision or the Forest Service appeal process, contact Les Moscoso, (phone 541-383-4712, email lmoscoso@fs.fed.us) or Beth Peer (phone 541-383-4769, email bpeer@fs.fed.us), Bend-Fort Rock Ranger District, 1230 NE Third, Bend, Oregon, 97701.

/s/ Phil Cruz

PHIL CRUZ
District Ranger
Bend-Fort Rock Ranger District

Date: February 28, 2008

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