

**Lake Roosevelt
National Recreation Area**

**U.S. Department of the Interior
National Park Service**



Replace Docks and Fuel System, and Rehabilitate Parking Areas at Seven Bays Marina

LARO-258755

Environmental Assessment



January 2024

United States Department of the Interior National Park Service

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CHAPTER 1: PURPOSE OF AND NEED FOR ACTION

INTRODUCTION

The National Park Service (NPS) is preparing an environmental assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to assess the potential effects of replacing the docks and fuel systems and rehabilitating parking areas at Seven Bays Marina in the Lake Roosevelt National Recreation Area (the park).

PURPOSE OF AND NEED FOR ACTION

The purpose of the proposed action is to rehabilitate site amenities by replacing the existing dock system, improving traffic flow (pedestrian and vehicles) and parking, improving the boat fueling systems at the marina, and creating safer and more accessible lake access.

The proposed action is needed because the current facilities at Seven Bays Marina are at the end of their useful life. As one of the busiest concession-operated marinas and boat launches for transient boaters on the lake, these improvements are critical to address deferred maintenance in the park. A major goal of this project is to promote the health and safety of visitors at the park and to improve their visitor experience.

PROJECT AREA

The project area is located within Lake Roosevelt National Recreation Area in eastern Washington state. Seven Bays Marina is located on the eastern shore of Lake Roosevelt where the Columbia River makes its big turn west toward Grand Coulee Dam (figure 1). The lake extends approximately 133 miles along the Columbia River from Grand Coulee Dam. Seven Bays Marina is the larger of two NPS concession-operated marinas servicing the southern half of the park. The project area includes 154 short- and long-term boat slips, an on-water fuel station, four parking lots, a marina store, a restaurant, and a septic drain field.

Lake Roosevelt National Recreation Area

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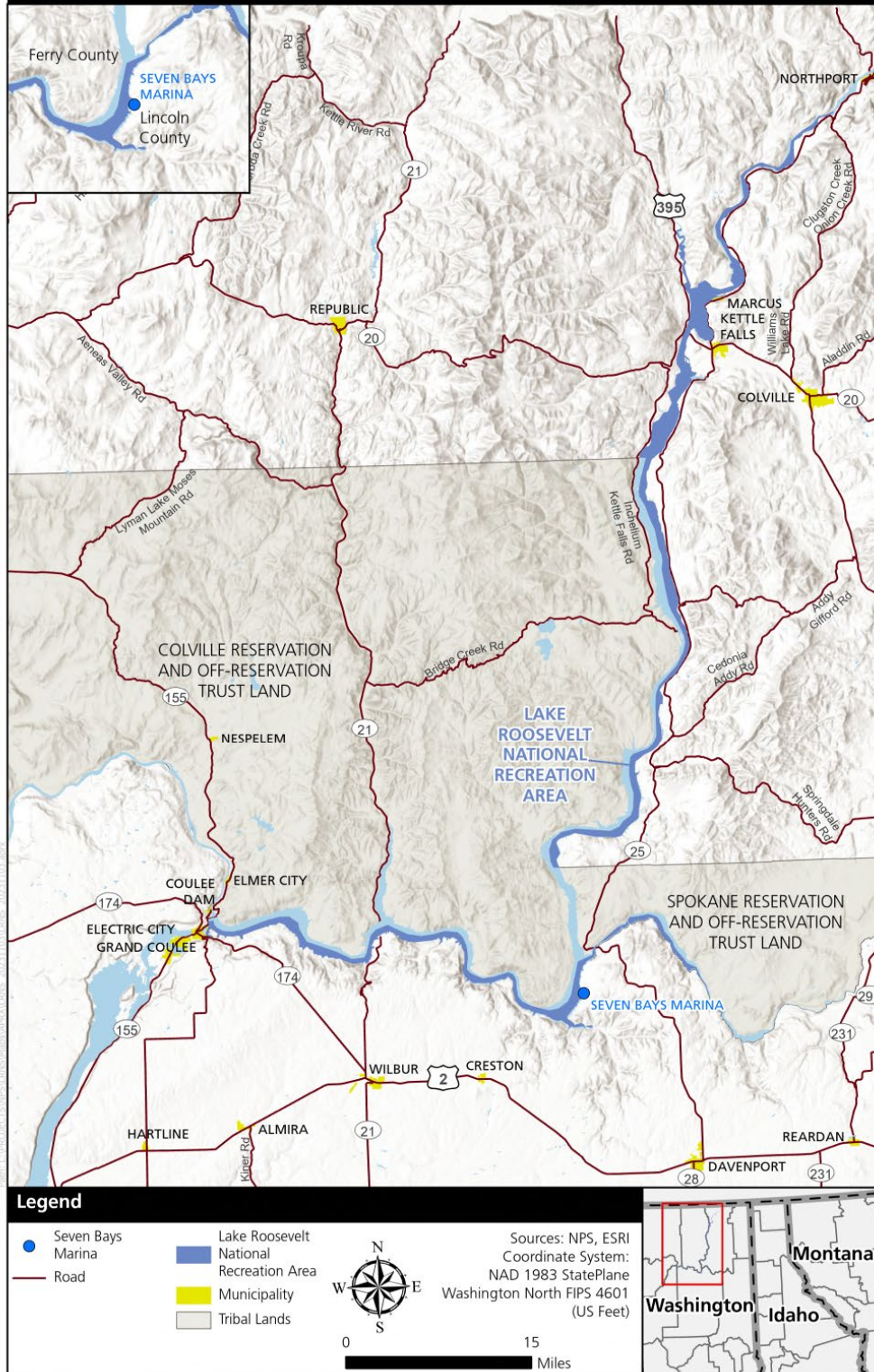


FIGURE 1. LOCATION OF PROJECT AREA

BACKGROUND

Lake Roosevelt was formed when the waters of the upper Columbia River were impounded behind Grand Coulee Dam in 1942. The lake and its shoreline are managed cooperatively by five partners: the US Bureau of Reclamation, the NPS, the Confederated Tribes of the Colville Indian Reservation, the Spokane Tribe of Indians, and the Bureau of Indian Affairs.

The elevation of the reservoir changes depending on the season and inherent seasonal demands. In spring, the reservoir is lowered to make room for spring runoff to prevent flooding in the lower portions of the Columbia River. Spring runoff is collected in Lake Roosevelt and used throughout the year for energy demand and to enhance river flows down river for endangered species of fish when Columbia River flows drop. Elevations in the reservoir range between 1,208 and 1,290 feet above sea level and create unique challenges for the infrastructure at Seven Bays Marina. The operating elevation of the marina is 1,275 feet and higher. When water levels are lower than 1,275 feet, services at the marina are minimal. Typically, only the boat ramp remains open because it can operate down to a lake elevation of 1,227 feet, making it the second lowest operational boat launch on the reservoir. Seven Bays Marina is one of four marinas on Lake Roosevelt and one of three NPS concession-operated marinas that collectively provide services to the park's annual 1.1 to 1.5 million visitors (NPS 2022). Many of these visitors use the lake for boating recreation. Seven Bays Marina serves approximately 600,000 visitors per year. The fourth marina on Lake Roosevelt is operated by the Spokane Tribe.

The NPS conducted a Comprehensive Condition Assessment, and the Seven Bays Marina floating dock system and associated assets were rated in poor condition and due for replacement. The major deficiencies of the dock system include water-logged and damaged floats and decayed and rotting floor beams that have caused a loss of buoyancy. In addition to the decaying dock system, hazardous conditions exist in the electrical system. Upgrades to the electrical system are needed to lower accidental electrocution risk and ensure electrical code compliance in the marina.

Parking improvements also are needed at the marina. The marina is accessed via the neighboring community of Seven Bays. During peak visitation times, the lack of parking at the marina encourages visitors to park in the adjacent neighborhood. In addition, inadequate circulation at the boat launch causes traffic congestion, visitor conflicts, and traffic-related safety concerns.

Replacing the existing dock system, improving traffic flow (pedestrian and vehicles) and parking, improving the boat fueling systems at the marina, and creating safer and more accessible lake access would promote the health and safety of park visitors and improve visitor experience.

CHAPTER 2: ALTERNATIVES

INTRODUCTION

This EA analyzes the potential environmental consequences of an action alternative (proposed action) and a no-action alternative. The elements of these alternatives are described below. Impacts associated with each alternative are described in chapter 3. In addition, several options associated with the proposed action were briefly studied but were eliminated from further consideration. These are described in this chapter under “Alternatives Considered but Dismissed.”

ALTERNATIVE 1: NO ACTION

Under the no-action alternative, the proposed action would not be implemented. Facilities at Seven Bays Marina including the dock system, parking areas, and boat fueling system would not be rehabilitated and would continue to deteriorate, resulting in ongoing public safety hazards.

The Seven Bays Marina floating dock system and associated assets would remain in poor condition with water-logged and damaged floats, as well as decayed and rotting floor beams. Hazardous conditions would continue to exist related to the electrical system, and the marina would fail to meet electrical code compliance.

Parking would remain congested and disorganized and would continue to overflow into the adjacent community during high visitation. Poor traffic and pedestrian circulation would continue to cause visitor conflicts and traffic-related safety concerns.

The layout of the marina and fueling system would remain the same, providing a poor fueling experience, and boaters would continue to experience congestion. The fueling tanks would remain close to the water, putting natural resources at risk if the tanks were to fail.

The no-action alternative reflects the status quo and provides a comparative baseline against which to analyze the effects of the proposed action, as required under the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] Part 1502.14).

ALTERNATIVE 2: PROPOSED ACTION (PREFERRED ALTERNATIVE)

Under the proposed action, the NPS would rehabilitate site amenities by replacing the existing dock system, improving traffic flow (pedestrian and vehicles) and parking, improving the boat fueling systems at the marina, and creating safer and more accessible lake access. The proposed action has been developed to improve accessibility of amenities throughout the site, to enhance visitor safety, and to improve the overall efficiency of park operations.

Demolition of the existing docks would include removing all floating docks; anchors and anchor lines; and related structures, hardware, and utilities. The proposed action would replace (1) approximately 5,400 square feet of wood-log docks with floating polyethylene docks, a portion of which would be covered with fiberglass decking, (2) associated dock anchorage system and gangways, (3) the corroded and frayed electrical service and distribution system, (4) the water system, (5) boat sewage pump-out services, (6) the control panel for the existing septic lift station, and (7) approximately 80 linear feet of sewer main. The proposed action would also replace a 12,000-gallon underground fuel storage and dispensing system that is at the end of its service life with two aboveground 6,000-gallon tanks moved farther away from the water. Parking areas would be resurfaced and striped for accessibility and better circulation to prevent congestion and accidents in this multiuse site.

New lighting would be installed at pedestrian walkways, pedestrian crossings at parking areas, docks and gangways, and covered boat slips. All lighting would be dark sky-compliant, with integrated controls for reducing light levels as day length changes between sunset and sunrise daily.

Specific elements of the proposed action within each area of the site include the following.

Parking Areas

- Delineating spaces in existing paved and gravel parking lots to increase the total number of parking spaces from 173 to 200 and adding designated golf cart parking (15 standard golf cart spaces and 1 Architectural Barriers Act [ABA]-compliant space).
- Improving traffic patterns within parking areas to separate functions (e.g., houseboat use, trailer parking, and building use) while maintaining circulation and staying within the property boundaries.
- Replacing the existing fuel system in the upper lot and improving the overall design of the parking area to accommodate fuel deliveries.
- Resurfacing the lower lot with asphalt pavement.
- Installing concrete sidewalks leading from parking areas to site amenities.
- Repairing or replacing the existing main bulkhead and adding picnic tables and benches.
- Installing bioswales to minimize impacts to water quality from stormwater runoff.
- Revegetating disturbed areas with a native seed mix and planting seven trees and six shrubs.
- Installing lighting at pedestrian walkways and crossings.
- Installing new signage.

Boat Ramp Area

- Moving pedestrian routes away from concentrated areas of vehicle traffic to enhance safety.
- Improving access to the ramp by increasing the surface area approaching the boat launch.
- Redesigning ABA-compliant gangways to improve accessibility and moving them away from the boat ramp to enhance safety.
- Diverting houseboat traffic away from the boat ramp to improve functionality for multiple users.
- Installing a new ramp and handrail leading from the concessions building to the boat ramp area.
- Installing lighting on gangways.

Marina

- Replacing the dock system with all new materials to provide 134 boat slips, 14 of which would be ABA compliant, and 22 of which would be 32-foot-long covered slips.
- Installing a new dock system composed of floating polyethylene with fiberglass decking on a portion of them.
- Expanding the dock berthing area to provide up to 100 feet of courtesy dock berthing, up to 110 feet of fuel dock berthing, up to 60 feet of houseboat berthing, and up to 140 feet of “if necessary” berthing.

- Decreasing anchoring maintenance with a Seaflex® Mooring System,¹ or approved equivalent.
- Installing wave attenuators to prolong the life of the docks.
- Separating houseboat and traditional boat traffic to improve functionality for multiple users.
- Replacing the electrical system.
- Installing lighting on docks and at covered boat slips.
- Replacing the fuel pump system.
- Replacing the marina water system.
- Replacing the boat sewage pump-out system.

Other

- Replacing the control panel for the existing septic lift station, located inside the concessions building.
- Replacing the lift station pump with a new pump in the same location.
- Removing and realigning approximately 80 linear feet of sewer main.

Other options that would be considered include installation of an additional vault toilet facility, additional grading in the houseboat customer parking lot, and improvements to, or replacement of, water lines in the upper parking lot. Figure 2 shows the proposed site layout and amenities. Proposed project elements are shown as an overlay of the existing site.

The design/build contractor would identify equipment for demolition and construction under the proposed action. Equipment may include bulldozers, excavators, dump trucks, cement trucks, pump trucks, and flat boats.

¹ The Seaflex® Mooring System uses gravity anchors that are connected to pontoons using ropes. Between each anchor and its connecting rope is a specialized unit that extends and retracts. This unit maintains constant tension on the moored application, eliminating unnecessary strain and maximizing stability.

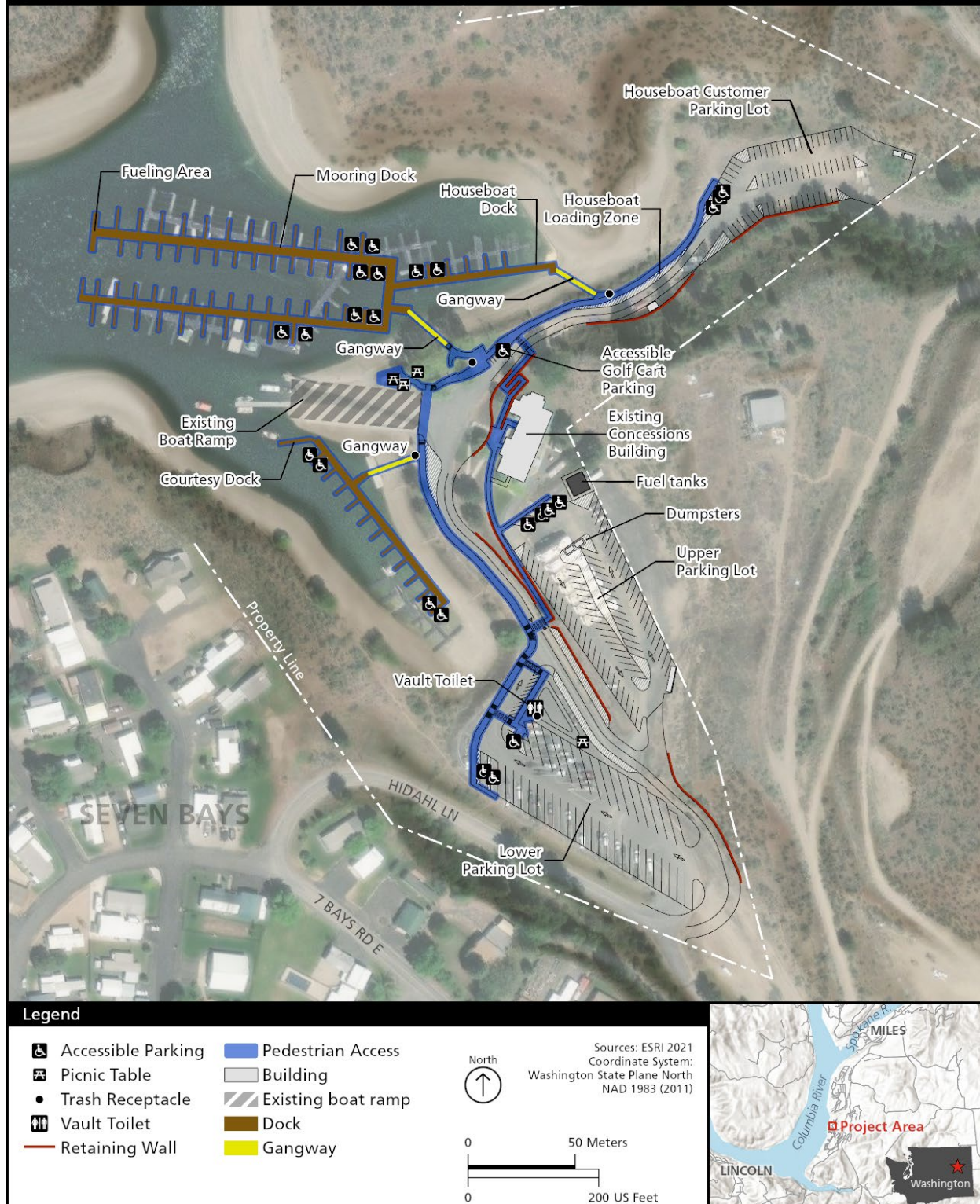


FIGURE 2. PROPOSED SITE LAYOUT

MITIGATION MEASURES

Under the Organic Act of 1916, the NPS has the authority to develop and direct mitigation for impacts on resources under its jurisdiction. This authority is in addition to the requirements that may be created through the need to comply with laws and regulations managing resource impacts that are overseen by other agencies. To meet these obligations, the NPS has developed *NPS Management Policies* (2006) and director's orders that identify the authorities (laws, regulations, and executive orders) directing how impacts and mitigation to resources will be managed, and identifying the policies and procedures by which the NPS will comply with these authorities. A full listing of these policies is available from the NPS Office of Policy website at: <https://npspolicy.nps.gov/index.cfm>.

The NPS places a strong emphasis on avoiding, minimizing, and mitigating potentially adverse environmental impacts. Under the proposed action, the NPS would implement or require its contractor(s) to implement the following measures to protect natural resources and ensure the quality of the visitor experience.

- Develop a spill prevention control and countermeasures plan approved by the NPS prior to construction and adhere to the plan during construction.
- Develop a stormwater pollution prevention plan approved by the NPS prior to construction and adhere to the plan during construction.
- Conduct tree removal and vegetation clearing between September 1 and November 25 to avoid impacts on migratory birds, including bald and golden eagles.
- Conduct construction activities to avoid, when feasible, impacts to high visitation periods between Memorial Day and Labor Day. Certain construction activities with lower impacts to the public may occur between Memorial Day and Labor Day, when necessary.
- Clean construction equipment and inspect it for plant material, seeds, dirt, and debris prior to entering the park to prevent accidental introduction of nonnative or invasive terrestrial or aquatic species.
- Ensure that boats, trailers, and equipment are clean and free of plants, aquatic animals, mud, and debris, prior to in-water work, to avoid accidental introduction of nonnative or invasive aquatic species.
- Upon removal of boats, trailers, or equipment from the water, drain water from the bilge, ballast, motor, and any other reservoir to avoid accidental transport of nonnative or invasive aquatic species.
- Use silt fences or other erosion control measures during construction to minimize the potential for sedimentation or water quality degradation in Lake Roosevelt.
- During demolition, install a debris boom around over-water work areas to prevent debris or waste materials from entering the water and dispose of collected debris daily.
- Site staging and storage areas for construction vehicles, equipment, and materials in previously disturbed or paved areas approved by the NPS. Locate staging and storage areas outside visitor use areas to the extent practical.
- Clearly indicate the boundaries of construction, staging, and storage areas to prevent visitors from entering these areas.
- Properly maintain construction equipment to minimize noise and do not allow construction vehicle engines to idle for more than 15 minutes.

- Remove tools, equipment, barricades, signs, and surplus materials from the project area upon completion of the project.
- Dispose of all waste materials and demolition debris at an offsite NPS-approved facility.
- Revegetate disturbed areas with a native seed mix and selected planting upon completion of construction.

ALTERNATIVES CONSIDERED BUT DISMISSED

To identify the best solution for rehabilitating and improving amenities at Seven Bays Marina, the NPS conducted a Value-Based Decision-Making Workshop in March 2023. In addition to the proposed action, four other conceptual designs were evaluated. While differences between the conceptual designs were not significant, elements of each concept varied slightly.

Elements of the conceptual designs that were evaluated included: vehicular circulation, pedestrian circulation, accessibility to site services, dock layout, and dock connections. After the design team presented the site inventory, site analysis, and conceptual designs, the design team and representatives from concessions and the NPS participated in a functional analysis session to better determine the minimal functions required.

Following the functional analysis session, the participants conducted a brainstorming session to critique the proposed conceptual designs and determine additional alternatives for consideration. The proposed action was a product of this session and was further evaluated in the Choosing by Advantage process, in which all of the conceptual designs were compared and evaluated against each other.

Major elements of the conceptual designs that were considered but ultimately dismissed as a result of the Choosing by Advantage process included various dock layout and site layout options. Dock layouts ranged from 90 to 168 boat slips with unique slip configurations. Various locations for connecting the main gangway to land were also considered. Site layouts that were considered ranged from 153 to 188 parking spaces with varying amounts of standard parking spaces and truck and trailer parking spaces. Some of the conceptual designs that were considered included staging areas for boats, while others included increased standard parking spaces or increased truck and trailer parking spaces. In addition, the amount of earth work varied between options as did the pedestrian circulation routes. Other elements of the conceptual designs that were considered included various decking materials and anchor systems. Each concept is summarized below.

Concept A

Concept A provided the most boat slips of all the conceptual designs, adding 10 slips for a total of 164. The layout was similar to the existing layout; thus it would not alleviate boat congestion in the bay. Concept A maintained the separation of parking uses in the upper and lower lots. Additional trailer parking spots were added in the houseboat customer parking lot and in Lot A (an addition of 10 spaces), which would be added on the west side of the lower lot. Additional standard parking was achieved at both the houseboat customer parking lot and Lot B, which would be added on the east side of the lower lot.

Concept B

Concept B offered 141 boat slips, slightly fewer than the existing quantity. A curved dock was considered but did not provide significant benefits. Concept B offered the most added truck and trailer parking but at the cost of removing the segregated parking. A larger entry approach was considered to increase visibility and trailer maneuverability.

Concept C

Concept C provided the fewest number of boat slips (90), but decreased the potential for congestion. Reducing slips offered the potential for other uses, such as a paddle craft cove. In contrast to the others conceptual designs, Concept C explored the opportunity to use gravel or milled asphalt parking in lieu of a full asphalt profile. This concept also provided boat staging and dry-off area.

Concept D

Concept D offered the most radical change for slip design. This concept considered dredging and installing a sheet pile retaining wall. Concept D explored the possibility of a roundabout at the entry to better control traffic and increase the number of truck and trailer parking spaces. Also proposed were boat staging and boat drop-off areas.

In addition to the Choosing by Advantages methodology, alternative concepts were ultimately dismissed from further consideration following the NPS *NEPA Handbook* guidance and based on one or more of the following factors: the concept would not satisfy the project purpose and need; the concept would not be technically, logistically, or economically feasible; or a similar concept would be less environmentally damaging, would have reduced impacts on visitor use and/or would be less expensive (NPS 2015). Ultimately, the proposed action was determined to be the preferred design option based on multiple logistical advantages and overall value as determined through a Value Analysis process.

CHAPTER 3: AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

INTRODUCTION

This chapter describes the affected environment and analyzes the potential environmental impacts of the alternatives described in “Chapter 2: Alternatives” for the resources described below. The affected environment describes existing conditions for those elements of the natural and human environment that would be affected by the implementation of the alternatives considered in this EA. Impacts for each topic are then analyzed in the “Environmental Consequences” section for each alternative. The comparative analysis of impacts includes “changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives” (40 CFR 1508.1).

ISSUES AND IMPACT TOPICS

The NPS identified a range of issues and impact topics to evaluate in this EA. Impact topics are resources or values analyzed for each of the alternatives and are discussed because issues have been identified. During internal, agency, and public scoping, NPS staff identified potential issues that could result from implementation of the proposed alternatives and retained Visitor Use and Experience and Human Health and Safety as impact topics to be analyzed.

Several impact topics were also dismissed from detailed analysis. Impact topics were dismissed from detailed analysis if:

- they do not exist in the project area;
- they would not be affected by the alternatives or impacts are not reasonably expected;
- they would experience impacts that, through applied mitigation measures, would be minimal; or
- there is little controversy on the subject or few reasons to otherwise include the topic.

Impact topics dismissed from detailed analysis, including the reason(s) for dismissal are described in appendix A.

GENERAL METHODOLOGY FOR ESTABLISHING AND ASSESSING IMPACTS

In accordance with CEQ NEPA regulations, direct, indirect, and cumulative impacts are described for each alternative (40 CFR 1502.16).

The potential impacts of the alternatives are described in terms of type, as follows:

- **Direct:** Impacts that would occur as a result of the proposed action at the same time and place of implementation (40 CFR 1508.1(g)(1)).
- **Indirect:** Impacts that would occur as a result of the proposed action but later in time or farther in distance from the action (40 CFR 1508.1(g)(2)).
- **Beneficial:** A positive change in the condition or appearance of the resource or a change that moves the resource toward a desired condition.
- **Adverse:** A change that declines, degrades, and/or moves the resource away from a desired condition or detracts from its appearance or condition.

- **Short term:** A *short-term* impact is temporary, generally lasting for the duration of the project activities or construction period associated with project activities.
- **Long term:** A *long-term* impact is typically an effect that would last several years or more beyond the date the project is fully implemented.

CUMULATIVE IMPACTS

The CEQ NEPA regulations require identifying past, present, or reasonably foreseeable future actions that would affect the resources evaluated in this EA to assess cumulative impacts (effects) at and around the park. A cumulative impact is defined as “effects on the environment that result from the incremental effects of the action when added to other past, present, or reasonably foreseeable actions regardless of what agency (federal or non-federal) or person undertakes such other actions” (40 CFR 1508.1(g)(3)). Cumulative impacts are determined for each impact topic by combining the impacts of the alternative being analyzed and other past, present, and reasonably foreseeable actions that would result in beneficial or adverse impacts.

The only identified past, present, or reasonably foreseeable action is the Keller Ferry Houseboat Dock project (Keller Ferry project). The intent of the Keller Ferry project is to move a portion of the houseboat operations from Seven Bays Marina back to Keller Ferry, thereby relocating houseboat operations across the lake (which were temporarily increased at Seven Bays), reducing congestion at popular locations, and distributing use across different marinas and access points. Visitor use of houseboats would be spread out over a broader lake area, rather than concentrated in the middle of the lake. This change would be beneficial from a safety and environmental standpoint.

The project would improve the marina at Keller Ferry and replace the current wooden dock superstructure, which is more than 40 years old. The new configuration would replace some or all of the short-term/summer season boat slips with houseboat slips for the current contractor Lake Roosevelt Adventures, a franchise of Guest Services Incorporated (GSI) management. The new plan would also continue to accommodate some transient moorage.

The project is intended to be consistent with the current concession contract that allows for up to 24 houseboats at Keller Ferry and 12 houseboats at Seven Bays Marina, although currently GSI only operates 15 houseboats at Seven Bays Marina and none at Keller Ferry. This move would facilitate easier use of the houseboat maintenance shop at Keller Ferry. Although the contract allowance exceeds the number of planned houseboat slips, not all houseboats are docked at the same time. GSI orchestrates houseboat rental check-in and checkout times to manage the use of mooring spaces. If needed, houseboats also can be moored along the shoreline. During the off season, houseboats are removed from the lake.

VISITOR USE AND EXPERIENCE

Affected Environment

Seven Bays Marina is a water access point for visitors located on the eastern shore of Lake Roosevelt. It is one of three NPS concession-operated marinas (with the fourth operated by the Spokane Tribe) on Lake Roosevelt and serves approximately 600,000 visitors per year. To accommodate visitors, the marina includes short- and long-term boat slips, a paved boat ramp, docks, an on-water fuel station, an on-water sewage pump-out station, four parking areas, and a drainage field. It also includes a marina store and restaurant operated by Lake Roosevelt Adventures, located in the concessions building. Other amenities include an information kiosk and a vault toilet.

Docks. A main dock and a houseboat dock currently exist in the marina. The main dock has 154 boat slips: 74 short term and 90 long-term, with 27 that are covered. The houseboat dock can host 4 houseboats, which range from 35 to 62 feet long. The existing wood floating dock system has

gangways connecting to the shore and offers an on-water fuel station with an attendant shack and an on-water sewage pump-out station. The wood docks are deteriorating, and the anchors have shifted down slope. Gangways connect to the main dock and houseboat structure; however, these gangways do not comply with accessibility standards.

As part of a Comprehensive Condition Assessment, the floating dock system and associated assets were rated in poor condition. Deficiencies in the dock system include water-logged and damaged floats, as well as decayed and rotting wooden floor beams, both of which can cause loss of buoyancy; the gangways for both the main dock and the houseboat structure are not currently ABA compliant; and the existing on-water fuel station is difficult to access.

Boat Ramp. The existing boat ramp is paved and has an adjacent courtesy dock for loading and unloading boats. The minimum lake elevation for boat launching is 1,227 feet. The ramp is narrow and often congested by visitors at peak use. Circulation for the boat launch is tight (40-foot radius turning area) and causes traffic congestion at the boat ramp road leading to the marina. There are no marked staging or dry-off areas.

Parking. Seven Bays Marina has four parking areas (the upper lot, lower lot, houseboat customer lot, and a small area with limited ABA spaces) that provide 163 standard spaces and 10 ABA spaces. The upper lot is a gravel lot with 75 general parking spaces and 6 ABA spaces, and has a small sign noting the spaces may be used for golf cart parking. The lower lot is paved and offers 44 trailer spaces and 2 ABA spaces. The houseboat customer parking lot offers houseboat parking, with 44 gravel spaces. The small lot is located at the water's edge and provides 2 ABA spaces. Despite the presence of ABA parking, accessibility from the parking areas is poor. The accessible route from the trailer parking is in the roadway, and no accessible route exists to the boat ramp and boat slips.

Often during peak visitation times, all parking areas are full, which results in visitors parking in the surrounding neighborhoods (i.e., the community of Seven Bays), often in front of private residences. Residents of these neighborhoods endure the presence of unwanted vehicles and congestion, while visitors must walk the long distances to the marina.

Store/Restaurant/Other Amenities. As indicated above, Seven Bays Marina has a marina store and restaurant operated by Lake Roosevelt Adventures, an information kiosk, a vault toilet, a fueling system (consisting of two 6,000-gallon underground tanks), and a drainage field. The store, Seven Bays Marina Store, is open May through September, and sells apparel, groceries, and fishing and camping equipment. The restaurant, The Grill at Seven Bays, is also open May through September; the restaurant serves lunch and dinner and offers outdoor seating and a view of Lake Roosevelt. Additionally, the marina offers other amenities such as small boat and houseboat rentals. Only one of the two underground fuel tanks is operational, and the ramp leading to the concessions building is not ABA compliant.

Trends and Planned Actions

Trends. Since 1987, visitor use data shows that Lake Roosevelt National Recreation Area has welcomed more than 1 million visitors annually. For the last 10 years, the park has provided services to between 1.1 and 1.5 million visitors per year (NPS 2022). Seven Bays Marina welcomes approximately 600,000 visitors a year.

Traffic counts for Seven Bays Marina rise and fall every few years, with an average range of approximately 37,000 to 50,000 vehicles annually over the last 10 years (table 1). Highest rates of visitation usually occur in the summer, while lowest rates occur in the winter. An outlier occurred during the COVID-19 pandemic in 2020, when more than 55,000 vehicles entered Seven Bays Marina as people looked to outdoor parks for recreation. During 2021, the park experienced a large decrease in vehicles counts, dropping 31.8% from 2020 to 2021. During the years around this count (i.e., 2019–2020 and 2021–2022), traffic counts increased 15.5% and 10.9%, respectively. The 15.5%

increase in 2020 and 31.8% decrease in 2021 can be explained as the public's reaction to the COVID-19 pandemic (NPS 2023a).

Despite 2020 and 2021 not following historical trends, visitation similar to the last 10 years (37,000 to 50,000 visitors) is anticipated to continue in future years. With improvements to the marina, particularly with reduced congestion, visitation may increase in future years.

Planned Actions. The Keller Ferry project is currently the only planned action that could affect visitor use and experience at Seven Bays Marina. The Keller Ferry project is described at the beginning of chapter 3 and analyzed below under cumulative impacts.

TABLE 1. TRAFFIC COUNT AT SEVEN BAYS MARINA

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual Total	Change From Previous Year
2023	1,317	2,101	1,131	1,313	2,361	2,456	8,019	7,224	4,510	0	--	--	30,432	-27.1%
2022	1,461	3,644	1,489	7,576	1,819	7,132	6,556	6,617	260	2,387	1,743	1,040	41,724	10.9%
2021	2,581	2,846	2,211	3,143	1,478	6,492	4,106	2,686	6,279	2,264	1,971	1,552	37,609	-31.8%
2020	515	2,840	2,911	1,506	7,850	7,981	5,787	8,869	5,318	2,109	2,539	6,917	55,142	15.5%
2019	2,464	2,741	1,550	1,472	1,621	5,671	7,715	8,677	3,377	2,290	2,907	7,247	47,732	-4.2%
2018	662	4,436	630	7,105	6,724	4,978	7,247	7,892	5,117	2,602	1,210	1,232	49,835	2.6%
2017	562	4,741	1,422	7,551	1,892	5,100	7,132	7,726	6,892	2,441	1,231	1,892	48,582	11.1%
2016	1,981	4,261	210	6,500	1,242	5,269	7,347	8,103	4,331	2,487	1,231	777	43,739	9.2%
2015	1,572	294	160	6,957	1,321	5,443	7,522	7,982	4,227	2,504	1,074	981	40,037	7.3%
2014	1,301	244	251	4,267	1,307	3,210	7,501	7,969	6,274	2,534	1,412	1,030	37,300	-1.6%
2013	1,399	1,530	1,956	1,058	3,018	2,583	7,462	8,072	6,110	2,385	1,311	1,007	37,891	-19.7%
2012	481	1,098	1,249	1,038	4,169	2,741	8,088	5,878	4,825	2,260	2,541	12,794	47,162	0.3%

Source: NPS 2022

Environmental Consequences

Alternative 1: No Action

Under the no-action alternative, visitor use and experience would continue similar to current conditions. Vehicular and pedestrian access to the project area would remain, but the poor condition of the docks would not be improved and would continue to deteriorate over time. Traffic and congestion issues would not be addressed, and visitors would continue to park in the adjacent neighborhoods during peak times, creating the potential for conflicts with property owners. The number of boat slips would not decrease, but the poor condition of the dock may limit visitors from using them in the future. Access to the lake would continue to be adversely affected by congestion and poor visitor flow. The gangway to the houseboat structure and ramp leading to the concessions building would remain noncompliant with ABA standards, making it difficult for people with disabilities to access the amenities there (US Access Board 2003a). Utilities would not be upgraded, and limited or no electric and water would be availability to boats docked at the marina.

Conclusion. Overall, the no-action alternative would have long-term, direct and indirect, adverse impacts on visitor use and experience. Visitors would continue to have limited or poor access to the lake because of traffic, congestion, and deteriorating docks.

Alternative 2: Proposed Action (Preferred Alternative)

Under the proposed action, the NPS would replace the existing dock system, improve traffic flow and parking, improve the boat fueling and sewage pump-out systems at the marina, create safer and more accessible lake access, and improve accessibility to park amenities. Each topic is described in more detail below.

Docks. Under the proposed action, the NPS would rehabilitate the marina as described in chapter 2. The location of the houseboat operation would be moved to the north end of the marina, creating more efficient operations and reducing conflicts with daily visitors. Table 2 provides a breakdown of the different docks and the types of slips they would have. The number of houseboat docks would remain the same. Adverse impacts would occur to visitor use and experience from the reduction of boat slips from 154 to 134 because fewer slips would be available to the public in a highly desired marina. More people would have to launch their boats at the boat ramp and would not be able to keep their boats in the water at a slip. However, the proposed action would create fifty-four 32-foot boat slips, allowing access for a greater diversity of users. Twenty-two of the new slips would be covered, increasing the total number of covered slips by 10 compared to existing conditions. The proposed action would also improve accessibility for users with disabilities by providing ABA-compliant slips. Additionally, the improved dock orientation would provide better maneuverability and more space for visitors at the marina. New gangways would be installed to each new dock that would meet NPS Denver Service Center accessible route design standards for slope at high water operating levels as well as ABA requirements for accessibility, which would improve dock access for visitors (NPS 2017; US Access Board 2003a). The fueling area would be moved to the northern end of the main dock to allow for better access and to streamline the fueling process for visitors.

Demolition and construction of the docks would have temporary, adverse impacts on visitor use and experience. During demolition and construction activities, the boat ramp would be closed, and the docks would not be accessible. However, demolition and construction activities would be limited to the period of time between Memorial Day to Labor Day to minimize disruptions to visitor use and access during the peak visitation period and would be completed within one year. Portions of the parking areas would remain open during demolition and construction. The marina would be fully operational after construction is completed.

TABLE 2. BOAT SLIPS UNDER THE PREFERRED ALTERNATIVE

Dock	Accessibility	24 Feet Long	32 Feet Long
South Dock	Standard	18	0
	ABA	4	0
Main Dock	Standard	54	48
	ABA	4	6
TOTAL		80	54

Overall, the proposed action's dock improvements would have long-term, direct and indirect, beneficial effects on visitor use and experience because the new docks would improve accessibility and provide better maneuverability and more space for visitors at the marina. Any adverse impacts occurring during demolition and construction would be short term and would ultimately result in a more positive visitor experience after completion.

Boat Ramp. Under the proposed action, the park would implement improvements to the boat ramp area (described in chapter 2) that would enhance visitor use and experience.

Changes to divert pedestrian traffic away from areas with concentrated vehicular use would improve visitor experience by reducing conflicts and improving safety. Adding to the surface area approaching the boat ramp and increasing the boat ramp turnaround diameter would allow for easier access and maneuvering, which would improve the visitor experience for boaters. Redesigning gangways so that they are more accessible and farther away from the boat ramp would also enhance the experience of many visitors by separating those user groups. Finally, diverting houseboat traffic away from the boat ramp would improve the flow of boat traffic, reducing the risk of visitor conflicts and creating more movement clarity for boaters.

During construction of the proposed boat ramp improvements, there would be direct, temporary, adverse impacts on visitor experience because visitors would temporarily lose access to the boat ramp. However, visitors would still have access to Roosevelt Lake via the other boat ramps in the park. The nearest boat ramp to Seven Bays Marina is the Lincoln Mill Boat Launch, located in the park, approximately 19 miles west.

Overall, creating a boat ramp area that is easier to use, more accessible, and less congested would result in long-term, direct and indirect, beneficial effects to visitor use and experience.

Parking. Parking areas would be redesigned (as described in chapter 2) to help prevent congestion and allow more visitors to park at the marina.

The changes to parking areas under the proposed action would improve visitor use and experience compared to current conditions. Resurfacing and restriping the parking areas and adding road signs would improve traffic flow and provide a less congested experience that would reduce opportunities for visitor confusion and conflict. The number of standard parking spaces would increase from 119 to 139, providing more parking opportunities and improving visitor experience, particularly during peak visitation. More parking spaces would mean that fewer people would seek parking in the community of Seven Bays in front of private residences, reducing conflicts between visitors and residents and long walking distances to the marina for visitors. The proposed changes to the number and type of parking spaces are shown in table 3.

Measures such as providing accessible routes from parking areas to the marina's amenities and restriping parking areas would create a welcoming and accommodating experience for visitors. The new site design for vehicle access and parking would better separate functions for different user

groups, including houseboat use, day trailer parking, and building use. The new design would maintain and improve circulation throughout the site, improving visitor experience.

TABLE 3. CURRENT AND PROPOSED DESIGNATED PARKING

Parking Type	Current Designated Parking Spaces	Proposed Designated Parking Spaces
Standard	119	139
Truck and Trailer	44	35
Golf Cart	0	15
Standard ABA	8	8
Truck and Trailer ABA	2	2
Golf Cart ABA	0	1
TOTAL	173	200

As noted in table 3, the proposed action would add 16 parking spaces designated for golf carts (15 standard spaces and 1 ABA space), providing designated parking availability for a user group that previously had to share spaces with standard vehicles. While there is currently a sign in the upper lot for golf cart parking, the spaces are not considered designated parking for golf carts.

Short-term, direct, and adverse impacts on visitor use and experience would occur during construction when certain parking areas may be closed. Demolition of pavement would be minimized through pavement resurfacing where applicable. Once the parking areas have been redesigned and opened, long-term, direct and indirect, beneficial impacts would occur to visitor use and experience by providing more designated parking for a wider range of user groups.

Store/Restaurant/Other Amenities. No changes to the store and restaurant would occur under the proposed action. New amenities would be added to the marina, including three ABA-accessible picnic tables, two bear-proof trash and recycling receptacles, and five benches. ABA accessibility would be improved throughout the marina; routes to buildings would be improved and comply with ABA standards (US Access Board 2003b). These improvements would provide a more accessible experience for visitors of all abilities. Long-term, direct, and indirect, beneficial impacts to visitor use and experience are expected from the addition of or changes to park amenities.

Conclusion. The proposed action would have long-term, direct and indirect, beneficial impacts on visitor use and experience because visitors would be able to experience the marina with a new dock system, less congestion, more available parking, and new amenities. Additionally, the improved accessibility provided under this alternative (i.e., ABA-compliant parking spaces, gangways, boat slips, picnic tables, and routes to buildings) would help the park meet the goals of its Accessibility Self-Evaluation and Transition Plan (NPS 2018). While long-term, adverse impacts would occur because the dock system would have fewer overall slips, the impact would be lessened because 32-foot slips would be added, providing opportunities for a greater diversity of marina users. Short-term, adverse impacts would occur during the demolition and construction periods because visitors would be unable to use the amenities the marina usually provides. Overall, the proposed action would improve the recreational experiences for visitors.

Cumulative Impacts

As noted above, the Keller Ferry project would move a portion of houseboat operations from Seven Bays Marina to Keller Ferry.

Under the no-action alternative, conditions at Seven Bays Marina would continue to deteriorate, with long-term, direct and indirect, adverse impacts on visitor use and experience. Although the Keller Ferry project would provide long-term benefits to visitor use, it would not alleviate the maintenance issues at Seven Bays Marina. When the impacts of the no-action alternative are combined with the impacts of the Keller Ferry project, the overall cumulative impact on visitor use and experience would be long term, indirect, and adverse.

The proposed action would improve the conditions of Seven Bays Marina and provide long-term, beneficial impacts on visitor use and experience. Although the number of available houseboat slips would remain the same, the project would provide new opportunities for houseboat users to dock in other areas around Roosevelt Lake, away from the crowds, noise, and congestion of Seven Bays Marina. The implementation of the Keller Ferry project would provide an overall benefit to visitor use and experience to visitors of the park and to Seven Bays Marina. When the impacts of the proposed action are combined with the impacts of the Keller Ferry project, the overall cumulative impact on visitor use and experience would be beneficial.

HUMAN HEALTH AND SAFETY

Affected Environment

Docks. The NPS inspected the dock system and associated assets as part of a Comprehensive Condition Assessment; both were determined to be in poor condition. Deficiencies in the dock system included water-logged and damaged floats, as well as decayed and rotting wooden floor beams, both of which could lead to accidental slips on the dock or falls into the lake.

Traffic, Congestion, and Parking. The current condition of the project area presents several safety issues to visitors of the marina and to the surrounding neighborhoods. Currently, the surrounding communities deal with excess traffic from the marina. During peak visitation times, lack of parking at the marina encourages visitors to park in the adjacent neighborhood. Visitors are known to park in front of private residences in the adjacent neighborhoods rather than using the parking provided at the marina. This increases the number of vehicles in residential areas that were not designed to accommodate high traffic volumes, increasing the risk of accidents and visitor-resident conflicts.

Electrical System. The current concessioner contracted an inspection of the electrical system that found hazardous conditions and recommended a complete overhaul of the electrical system on the docks. Components of the current electrical system are corroded and frayed, increasing the risk of fires or accidental electrocution. Currently, electrical pedestals are present between each of the 27 covered boat slips, each servicing 2 boats, and lighting is provided along the length of the docks.

Trends and Planned Actions

Trends. The safety of Seven Bays Marina has declined over the past several years due to the marina's aging infrastructure. The wooden docks and associated components are at the end of their service life and are deteriorating. Similarly, components of the electrical system are corroded and frayed, posing an increasing safety risk to visitors. These safety issues would continue and worsen over time if these maintenance needs are not addressed.

Planned Actions. The Keller Ferry project is currently the only planned action that could affect visitor safety at Seven Bays Marina. This project is described at the beginning of chapter 3 and analyzed below under cumulative impacts.

Environmental Consequences

Alternative 1: No Action

Under the no-action alternative, impacts on human health and safety would continue, similar to current conditions. The docks would continue to deteriorate, putting visitors at an increased risk of

accidents and bodily harm. Traffic and congestion issues would not be addressed, and the chance for collisions would remain. Vehicles would continue to use the adjacent neighborhood for parking during peak times, increasing the chance of accidents and conflicts among visitors and residents. The existing electrical system that currently poses a safety hazard would get worse over time as the system continues to degrade.

Conclusion. Overall, human safety would continue to be adversely impacted and would be further affected over time as the docks and electrical system continue to degrade. Safety hazards associated with traffic congestion at the marina and in neighboring communities would persist. The no-action alternative would have long-term, direct and indirect, adverse effects on human safety.

Alternative 2: Proposed Action (Preferred Alternative)

Under the proposed action, the NPS would replace the existing dock system, improve parking within the marina, replace the current electric system, and provide additional safety features. The environmental consequences associated with each element of the proposed action are described in more detail below.

Docks. Under the proposed action, replacing the deteriorating dock system with floating polyethylene decks, a portion of which would be covered with fiberglass decking, would reduce the chances for visitors to slip and fall, resulting in long-term, direct and indirect, beneficial impacts to human health and safety. Additionally, under the proposed action, the NPS would replace the water system, fuel pumps and sewage pump-out systems. This action would improve safety by reducing the chances of spills or leaks from either the fuel or sewage systems, resulting in long-term, direct, beneficial impacts on human health and safety.

Traffic, Congestion, and Parking. Improved parking and traffic conditions under the proposed action would reduce the number of visitors traveling through and parking in adjacent communities, resulting in less traffic in a neighborhood setting where pedestrians, particularly families and children, abound. This change would enhance safety in the area and reduce the potential for visitor-resident conflicts. Inside the marina, pedestrian crossings and paths would be moved or improved to better separate visitor traffic from vehicular-concentrated areas, creating a safer experience and reducing the risk of pedestrian-vehicle conflicts. Pathways designed to meet ABA standards would be created from each parking area to the existing building and boat ramp, improving safety and accessibility for pedestrians (US Access Board, 2003c). Pedestrian crossings would be kept away from high traffic areas, and a 6-inch, vertical curb would be added for walks along the roadway to provide more separation between cars and pedestrians, further reducing the chance of cars striking pedestrians. Impacts to the safety of residents and visitors would thus have long-term, direct and indirect, beneficial impacts from the reduced potential for pedestrian accidents.

Electrical System. Replacing the outdated electrical system with current technology would have a long-term, direct and indirect, beneficial impact on human health and safety by eliminating safety hazards associated with corroded and frayed components and improving the overall reliability of the system. Associated lighting improvements, including additional lighting along the new ABA egress pathways, at pedestrian crossings in parking areas, along gangway railings, and on docks and boat slips would enhance visitor safety and security throughout the facility.

Other Safety Features. Replacing the existing underground fuel tanks with new tanks would improve visitor health and safety by reducing the chance of leaks or spills associated with the aging infrastructure. Additional features, including adding bollards for protection from the parking lot and adding a curb around the perimeter of the fuel pad to collect any fuel that may spill during tank filling would contribute to visitor safety. The weatherproof emergency power off switch that would be installed near the fuel dispenser with controls to shut off the fuel dispenser and pump in an emergency would also improve safety.

Installing handrails along walkways, specifically at pedestrian pathways adjacent to a drop of 30 inches or more would improve visitor safety by reducing the potential for trips and falls, while placing fire extinguishers at the fueling dock and houseboat dock would further enhance safety by improving emergency preparedness. These additional safety features would have long-term, direct and indirect, beneficial impacts to human health and safety.

Conclusion. Under the proposed action, replacing deteriorated docks, updating the electrical system, improving traffic flow, adding and improving lighting, upgrading the fueling and sewage systems, and including emergency preparedness measures would have a long-term, direct and indirect, beneficial impact on human health and safety. Overall, the proposed action would improve safety for park visitors with no adverse impacts.

Cumulative Impacts

The implementation of the Keller Ferry project would move a portion of the houseboat operations from Seven Bays Marina back to Keller Ferry, which would have an overall benefit on human health and safety by reducing houseboat traffic in the water and dispersing trailering/launching activities of houseboats at the ramp.

Although the Keller Ferry project would have long-term benefits on human health and safety, it would not alleviate the maintenance issues at Seven Bays Marina. When the impacts of the no-action alternative are combined with the impacts of the Keller Ferry project, the overall cumulative impact to human health and safety would be long term, indirect, and adverse.

When the impacts of the proposed action are combined with the impacts of the Keller Ferry project, the overall cumulative impact on human health and safety would be beneficial because both projects would alleviate visitor congestion and associated safety concerns from visitor use conflicts.

CHAPTER 4: CONSULTATION AND COORDINATION

This chapter describes the consultation and coordination conducted during the preparation of this EA. The internal scoping process for the project began in spring 2023. A summary of the civic engagement/early consultation process and the agency consultation to be initiated during the development of the EA is provided below.

PUBLIC PARTICIPATION

The Civic Engagement Process

The NPS conducted pre-NEPA civic engagement to obtain public feedback. The primary purpose of the civic engagement process was to gather public sentiment on the proposed rehabilitation of Seven Bays Marina to help inform project decisions, as practicable. A civic engagement 30-day public comment period as part of the pre-NEPA process was conducted from August 21 to September 20, 2023. A civic engagement meeting was held on August 29, 2023. The comments received during the civic engagement period were reviewed and considered during the development of this EA.

Public Comment

This EA will be made available for a 30-day public review and comment period. The park encourages the public to submit comments through the NPS's Planning, Environment, and Public Comment (PEPC) website at <https://parkplanning.nps.gov/sevenbaysmarina>

AGENCY AND TRIBAL CONSULTATION

This section describes the relevant agency and Tribal consultations that the NPS has undertaken and will continue during the preparation of the EA.

Section 7 of the Endangered Species Act

Section 7 of the Endangered Species Act (ESA) requires federal agencies to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat. The NPS has evaluated the potential effects of its proposed action on federally listed species that could occur in the project area and determined that the proposed action would have *no effect* on federally listed species or critical habitats. Based on this determination, consultation with US Fish and Wildlife Service is not required. The NPS has documented its rationale for this determination in a memo.

Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act requires federal agencies to consider the impacts of their undertakings on historic properties. There are no known cultural resources in the project area; therefore, no impacts to historic properties or other cultural resources are anticipated under the alternatives considered in this EA. However, the NPS will consult with the Washington State Historic Preservation Officer/Department of Archaeology and Historic Preservation to obtain concurrence prior to implementing the proposed action, if selected. The NPS will also consult with the Tribal Historic Preservation Offices representing the Confederated Tribes of the Colville Indian Reservation and the Spokane Tribe of Indians to meet the requirements under section 106 of the National Historic Preservation Act.

CHAPTER 5: LIST OF PREPARERS

NAME	TITLE
National Park Service	Lake Roosevelt National Recreation Area
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National Park Service	Pacific West Region
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National Park Service	Denver Service Center
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WSP USA	
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CHAPTER 6: ACRONYMS AND ABBREVIATIONS

ABA	Architectural Barriers Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
EA	environmental assessment
ESA	Endangered Species Act
GSI	Guest Services Incorporated
Keller Ferry project	Keller Ferry Houseboat Dock project
NEPA	National Environmental Policy Act
NPS	National Park Service
PEPC	Planning, Environment, and Public Comment

CHAPTER 7: REFERENCES

National Park Service (NPS)

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- 2015 *NEPA Handbook*.
https://www.nps.gov/subjects/nepa/upload/NPS_NEPAHandbook_Final_508.pdf
- 2017 Denver Service Center Accessible Route Design Standards.
https://www.nps.gov/dscw/upload/AccessRouteDesignStandards_5-1-17.docx
- 2018 Accessibility Self-Evaluation and Transition Plan. Lake Roosevelt National Recreation Area. Washington. March 2018.
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[https://irma.nps.gov/Stats/SSRSReports/Park%20Specific%20Reports/Annual%20Park%20Recreation%20Visitation%20\(1904%20-%20Last%20Calendar%20Year\)?Park=LARO](https://irma.nps.gov/Stats/SSRSReports/Park%20Specific%20Reports/Annual%20Park%20Recreation%20Visitation%20(1904%20-%20Last%20Calendar%20Year)?Park=LARO)
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US Access Board

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- 2003b “Chapter 3: Clear Floor or Ground Space and Turning Space.” In: *Guide to the ABA Accessibility Standards*. <https://www.access-board.gov/aba/guides/chapter-3-clear-floor-or-ground-space-and-turning-space/#clear-floor-or-ground-space>
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APPENDIX A: IMPACT TOPICS DISMISSED FROM DETAILED ANALYSIS

As noted in chapter 3 of the EA, some impacts topics were dismissed from detailed analysis. A brief summary of dismissed topics and the rationale for dismissal are provided below.

Air Quality

The proposed action would produce greenhouse gas emissions associated with the use of gasoline or diesel-powered machinery and equipment during construction activities; however, the emissions would not be substantial enough to measurably contribute to climate change. The project could also result in the localized release of fugitive dust during the construction period that would dissipate quickly and would not affect air quality over the long term. No other impacts on air quality are expected. Therefore, this topic was dismissed from further analysis.

Biological Resources

Vegetation

The proposed action would result in permanent and temporary disturbance to vegetation at Seven Bays Marina. Much of the disturbed vegetation would consist of turf grass, which provides minimal ecological value. However, several ponderosa pines (*Pinus ponderosa*) would be removed to accommodate the proposed marina improvements. Upon completion of construction, disturbed areas would be revegetated with a native seed mix. Under the proposed action, the NPS would plant seven trees and six shrubs. Overall, impacts to vegetation would be minimal and would be offset by the proposed post-construction measures.

Wildlife

The proposed action would result in temporary disturbance to wildlife at Seven Bays Marina during demolition and construction. Construction noise and the presence of heavy equipment may alarm wildlife such as birds and small mammals, causing them to avoid the area. Additionally, the project would remove several trees that could provide shelter for birds and other wildlife. Other disturbances to or removal of vegetation would not have a measurable impact on wildlife because it would consist mostly of turf grass, which does not provide suitable habitat or food resources for most wildlife. Potential impacts on wildlife from vegetation disturbance or removal would be offset by planting trees and shrubs and revegetating disturbed area with native seed mix. Seven Bays Marina is a developed site that experiences heavy visitation and does not provide suitable or high-quality habitat for most wildlife. Ongoing operation of the marina would not result in new impacts to wildlife over the long term, compared to existing conditions. Overall, impacts on wildlife would be minimal and temporary.

Invasive Species

Recreational use of the marina would result in an ongoing risk of accidental introduction or transport of nonnative or invasive aquatic species. Nonnative and invasive species, such as quagga mussels (*Dreissena bugensis*) and zebra mussels (*Dreissena polymorpha*), New Zealand mud snail (*Potamopyrgus antipodarum*), and Eurasian watermilfoil (*Myriophyllum spicatum*) can significantly harm native aquatic ecosystems and negatively affect visitor use and enjoyment of Lake Roosevelt. These species can be transported accidentally on boats, trailers, fishing gear, waders, and other equipment if not cleaned properly. Currently Lake Roosevelt is relatively free of nonnative and invasive aquatic species (NPS 2023b). Although accidental introduction of invasive species is an ongoing risk, there would be no added risk under the proposed action because visitor use is not expected to increase. The park would continue to encourage visitors to implement the following best management practices to reduce the risk of accidental introduction of nonnative or invasive species at Lake Roosevelt:

- Clean boats, trailers, and equipment and remove plants, mud, and debris upon exiting the water.
- Drain water from bilge, ballast, livewell, motor, and bait bucket upon exiting the water.
- Dry all equipment for five days before entering new water.
- Never move plants or live animals away from a waterbody.

The park would also continue to require visitors to complete a quagga and zebra mussel-free certification form prior to launching a boat. The certification form is mandatory and must be displayed in the windshield of vehicles transporting boats.

Mitigation measures that would be implemented under the proposed action would minimize the risk for the introduction or spread of nonnative or invasive species during project construction. Proposed mitigation measures are described in chapter 2.

Threatened and Endangered Species

As noted in chapter 4, section 7 of the ESA requires federal agencies to ensure that their actions are not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat. The NPS has identified one species (bull trout [*Salvelinus confluentus*]) listed as federally threatened and one ESA-candidate species (monarch butterfly [*Danaus plexippus*]) that could occur in the project area. Based on a lack of suitable habitat for these species in the project area, and in the case of bull trout, the low likelihood of occurrence in the project area, the proposed action is not expected to affect federally listed species. The project area does not contain critical habitat for any listed species; therefore, there would be no potential for impacts to critical habitat. Similarly, conducting tree removal and vegetation clearing between September 1 and November 25 would avoid impacts on migratory birds including bald and golden eagles, as noted in chapter 2 under “Mitigation Measures.” The NPS has documented its rationale for its determination in a memo.

Overall, the proposed action would not adversely affect vegetation or wildlife, increase the ongoing risk of introduction or transport of aquatic invasive species, or adversely affect federally listed species. Therefore, biological resources were dismissed from further analysis.

Cultural Resources

There are no known cultural resources in the project area. Therefore, there would be no potential for adverse impacts. As noted above under “Agency and Tribal Consultation” and in accordance with section 106 of the National Historic Preservation Act, the NPS will consult with the Washington State Historic Preservation Officer/Department of Archaeology and Historic Preservation to obtain concurrence prior to implementing the proposed action, if selected. The NPS will also consult with the Tribal Historic Preservation Offices representing the Confederated Tribes of the Colville Indian Reservation and the Spokane Tribe of Indians to meet the requirements of section 106 of the National Historic Preservation Act.

Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations. Executive Order 14096, *Revitalizing our Nation's Commitment to Environmental Justice for All*, directs federal agencies to build upon and strengthen their commitment to deliver environmental justice to all communities through meaningful engagement with communities with environmental justice concerns. There are no environmental

justice areas of low-income or minority populations immediately adjacent to the project area, and the proposed action would not disproportionately affect low-income or minority populations. The improvements to site amenities under the proposed action, including accessibility and safety improvements, would benefit all user groups at the park. Therefore, this topic was dismissed from further analysis.

Geology

Although the proposed action would require ground disturbance associated with replacement of the fuel system, roadway and parking improvements, and other improvements to visitor amenities, there would be no potential for impacts to geological features or processes. Therefore, this topic was dismissed from further analysis.

Lightscares

To enhance visitor safety, the proposed action would install lighting in additional areas, including pedestrian walkways, pedestrian crossings at parking areas, docks and gangways, and covered boat slips. However, all lighting would be dark sky-compliant, with integral controls for lowering light levels between sunset and sunrise daily. Based on these design parameters, lighting improvements under the proposed action would not adversely affect lightscares, including dark night skies. Therefore, this topic was dismissed from further analysis.

Socioeconomics

Replacing docks and fuel systems, rehabilitating parking areas, and other improvements under the proposed action would not adversely affect the local economy. Minor increases in employment from the construction workforce and revenues for the businesses engaged in the construction process are expected. Any increase in workforce and revenue, however, would be temporary, lasting only as long as construction. Site rehabilitation and improvements under the proposed action are not expected to increase visitation at Seven Bays Marina over the long term. There would be no changes in land use. Because the impact on the socioeconomic environment would be minimal, this topic was dismissed from further analysis.

Soundscapes

There would be no long-term impacts on soundscapes under the proposed action. Short-term noise impacts (on land and underwater) would occur during construction; however, these impacts would be temporary. Requiring contractors to properly maintain construction equipment and prohibiting construction vehicle idling for extended periods would minimize noise impacts, as noted in chapter 2 under “Mitigation Measures.” The proposed action would not change the types of visitor use occurring in the project area and is not expected to increase visitation at Seven Bays Marina over the long term. Therefore, this topic was dismissed from further analysis.

Viewsheds

Although the proposed action would rehabilitate and replace existing facilities, changes to visual elements would be consistent with the existing viewshed. Replacing the docks and related components that are at or near the end of their service life, upgrading lighting, and installing new site amenities could improve some elements of the viewshed. There would be no long-term, adverse effects to the viewshed in the project area. Therefore, this topic was dismissed from further analysis.

Water Resources

Water Quality or Quantity

Potential impacts to water quality in Lake Roosevelt associated with stormwater runoff and use of the marina would be ongoing. These ongoing activities could transport contaminants from boats or

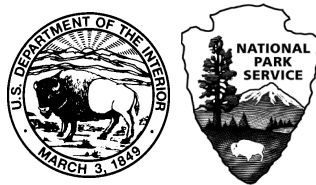
vehicles in parking areas into the lake; however, there would be no new impacts as a result of the proposed action. The NPS and its contractors would comply with applicable permit requirements during demolition and construction to avoid adverse impacts on water quality. Installing debris booms around over-water work areas, using silt fences or other erosion control measures, implementing a spill prevention control and countermeasures plan, and reseeding disturbed areas would further minimize the potential for impacts to water quality, as noted in chapter 2 under “Mitigation Measures.” Installing bioswales in parking areas would reduce stormwater runoff compared to existing conditions and potentially capture contaminants before they enter Lake Roosevelt, resulting in a long-term benefit to water quality. The proposed action would not affect water quantity. Therefore, this topic was dismissed from further analysis.

Wetlands and Floodplains

The proposed action is an in-kind replacement of water-dependent infrastructure with no new wetlands to be disturbed. The majority of the in-water work is considered deep water (below 2.5 meters) and is an excepted action under NPS Procedural Manual 77-1: *Wetland Protection*. The proposed work, including demolition, creation of staging and access areas, and improvements to the upland portion of the marina for visitor accessibility and safety is outside the base floodplain. For these reasons, wetlands and floodplains were dismissed from further analysis.

Wilderness

No designated wilderness areas are located in the vicinity of the project area; therefore, there would be no potential for impacts to wilderness as a result of the proposed action. Consequently, this topic was dismissed from further analysis.



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 wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historic places, and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people. The department also promotes the goals of the Take Pride in America campaign by encouraging stewardship and citizen responsibility for the public lands and promoting citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under US administration.