



DEPARTMENT OF THE NAVY

NAVAL AIR STATION WHIDBEY ISLAND  
3730 NORTH CHARLES PORTER AVENUE  
OAK HARBOR, WASHINGTON 98278-5000

IN REPLY REFER TO :

5090

Ser N44/1326

September 18, 2013

Robert Whitlam, Ph.D.  
State Archaeologist  
Washington Department of Archaeology and Historic Preservation  
1063 South Capitol Way Ste 106  
Olympia, WA 98504-8343

SUBJECT: REQUEST FOR CONCURRENCE ON NO ADVERSE EFFECT FINDING  
FOR THE U.S. NAVY SECURITY ENHANCEMENTS TO OLF  
COUPEVILLE, NAS WHIDBEY ISLAND, ISLAND COUNTY,  
WASHINGTON (LOG NO. 091113-07-USN)

Dear Dr. Whitlam:

The U.S. Navy requests your concurrence on our finding of No Adverse Effect to Historic Properties for proposed security enhancements to the Outlying Field (OLF) Coupeville, Naval Air Station (NAS) Whidbey Island, Island County, Washington. The project consists of two components: 1) install a new automated and programmable security gate with chain link fencing, and 2) install a concrete block barrier around the east, north, and west sides of the field.

The project is located in the west half of Section 12 and the southwest corner of Section 1, Township 31 North, Range 1 East at an average elevation of 192 feet above sea level (Enclosure 1). The Area of Potential Effect (APE) for the first component of this project includes the gate location and the linear routes of the subsurface electrical line needed to provide power to the gate, the chain link fence, the concrete block barrier, and a 30-meter buffer around all work areas (Enclosure 2). Excavations for the fence posts and electrical line will cause subsurface disturbance to over one meter in depth.

For the second component of this project the APE includes two proposed options for the placement of the concrete block barrier. Option 1 follows the OLF boundary around the east, north, and west sides of the installation adjacent to public roads and will be placed approximately 20 feet to 40 feet from

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the edge of the road pavement. In Option 2, the barrier crosses the northern field diagonally from the security gate at the center east side of the facility to the northwest corner of the project area along the route of an existing gravel road (Enclosure 2). Placement of the concrete blocks will cause only minimal surface disturbance.

The Washington State Historic Preservation Office (SHPO) was consulted on the definition of the APE. The SHPO concurred with the definition of the APE on September 11, 2013. In order to identify possible religious or cultural significance to affected tribes, the Navy has initiated consultation with the Samish Indian Nation, Swinomish Tribe, and the Upper Skagit Indian Tribe. Results of tribal consultation will be provided to your office.

The APE is entirely included in a 2013 Section 110 survey of the OLF by Stell Environmental Enterprises (Enclosure 3). This survey consisted of pedestrian transects and shovel testing at 30-meter intervals across the entire OLF property (Enclosure 4). Shovel probes revealed that much of the OLF surface had been disturbed and glacial till was often encountered at no more than .5 meter.<sup>1</sup> The field crew recorded two archaeological sites and five isolates on the OLF, of which only one site, the Keystone Road Historic Site (45IS316), lies within the current project APE.<sup>1</sup>

The Keystone Road Site is located in the northwestern corner of the current project area on two adjacent grassy knolls, 250 meters northeast of the north end of the airstrip near the junction of Patmore and Keystone Roads. The site is an historic archaeological site approximately 400 meters east-west by 200 meters north-south and revealed some buried deposits not exceeding 20 centimeters in depth. Finds include a concrete foundation containing steel piping (a possible pump house or garage), two piles of metal piping and concrete debris, orchard stumps, and scattered domestic artifacts pre-dating 1943. The site is at the southeast corner of the Ebey's Landing National Historic Reserve (Central Whidbey Island Historic District) on

lands once owned by J.C. Beach before they were acquired by the Navy in 1943.<sup>1</sup>

This site has not been evaluated for National Register eligibility. The Option 1 security barrier route passes across the northern edge of the site, and the Option 2 route passes between the concrete foundation and orchard stumps at the south end of the site (Enclosures 1 and 2). Based on a sketch map of the site, neither route crosses major site features such as the orchard, debris piles, or concrete foundation.<sup>1</sup>

The survey results of Stell Environmental reveal that construction of the new automated and programmable security gate with chain link fence will likely not impact surface or subsurface cultural resources because no surface or subsurface cultural materials were found in this area. However, portions of the Option 1 and Option 2 security barriers will cross the Keystone Road site. Because the security barrier is a temporary, removable feature that will result in no subsurface impact and minimal surface impact and the route does not impact major site features, the Navy has determined that the barrier, regardless of which option is chosen, will not adversely affect the Keystone Road site if the following stipulations are met:

- The Navy advises the Contractor that an archaeological site is present in the project area and that work in the area of the site shall be confined to an area defined by a barrier.
- The Contractor notifies the Whidbey Island CRM prior to beginning work so that the CRM can work with the Contractor to erect a barrier to prevent traffic beyond the area of the APE within the site boundary.
- If Option 1 is chosen, a barrier shall be placed on the south side of the security barrier route where it crosses the site boundary. If Option 2 is chosen, a barrier shall be placed on both sides of the security barrier route where it crosses the site boundary.
- At completion of the project, the Contractor shall remove the barrier(s).

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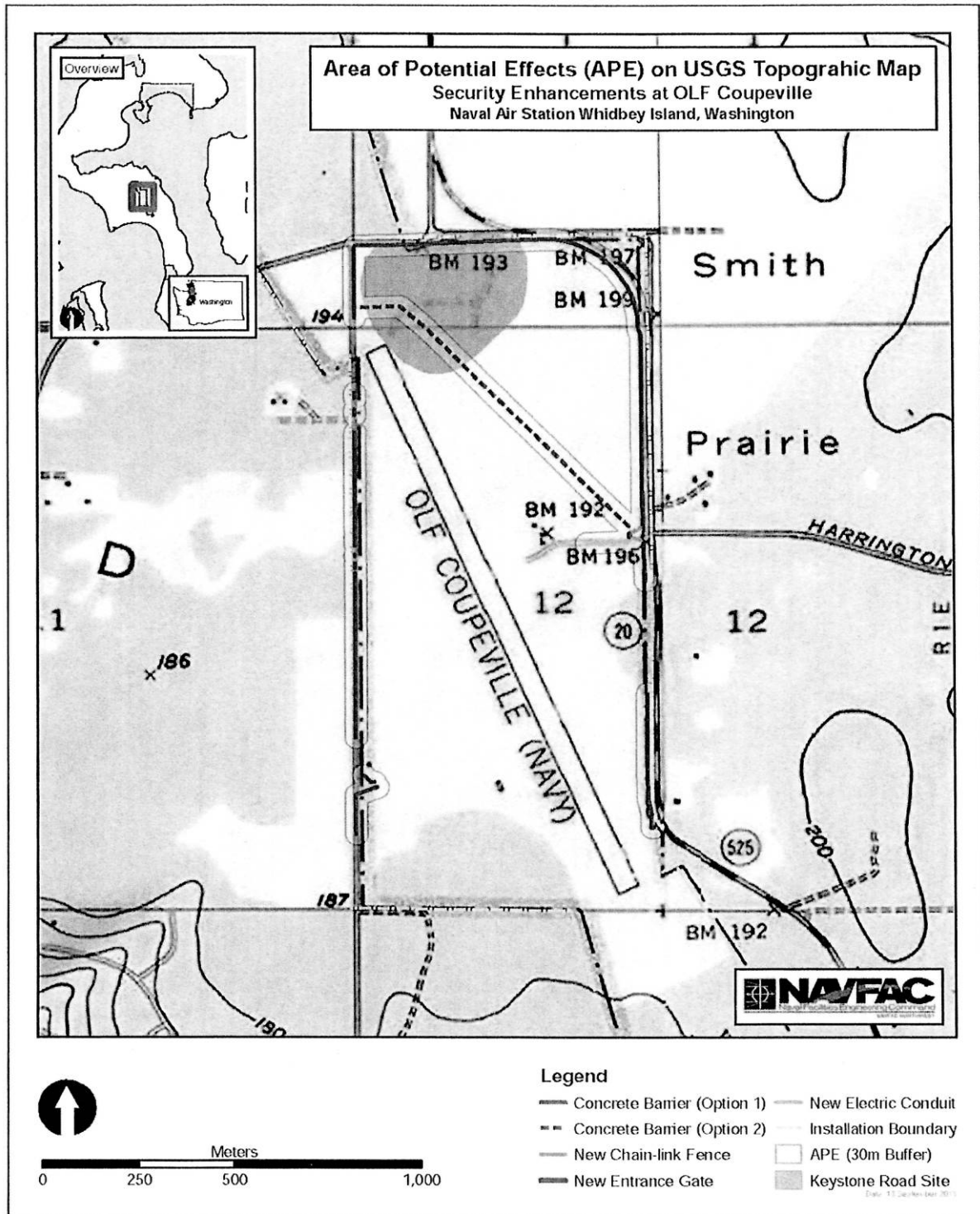
The Navy requests your concurrence on our determination of No Adverse Effect for this proposed Undertaking if the above stipulations are met. If you require further information or have any questions, please contact Kendall Campbell, NAS Whidbey archaeologist at (360) 257-6780 or [kendall.campbell@navy.mil](mailto:kendall.campbell@navy.mil).

Sincerely,

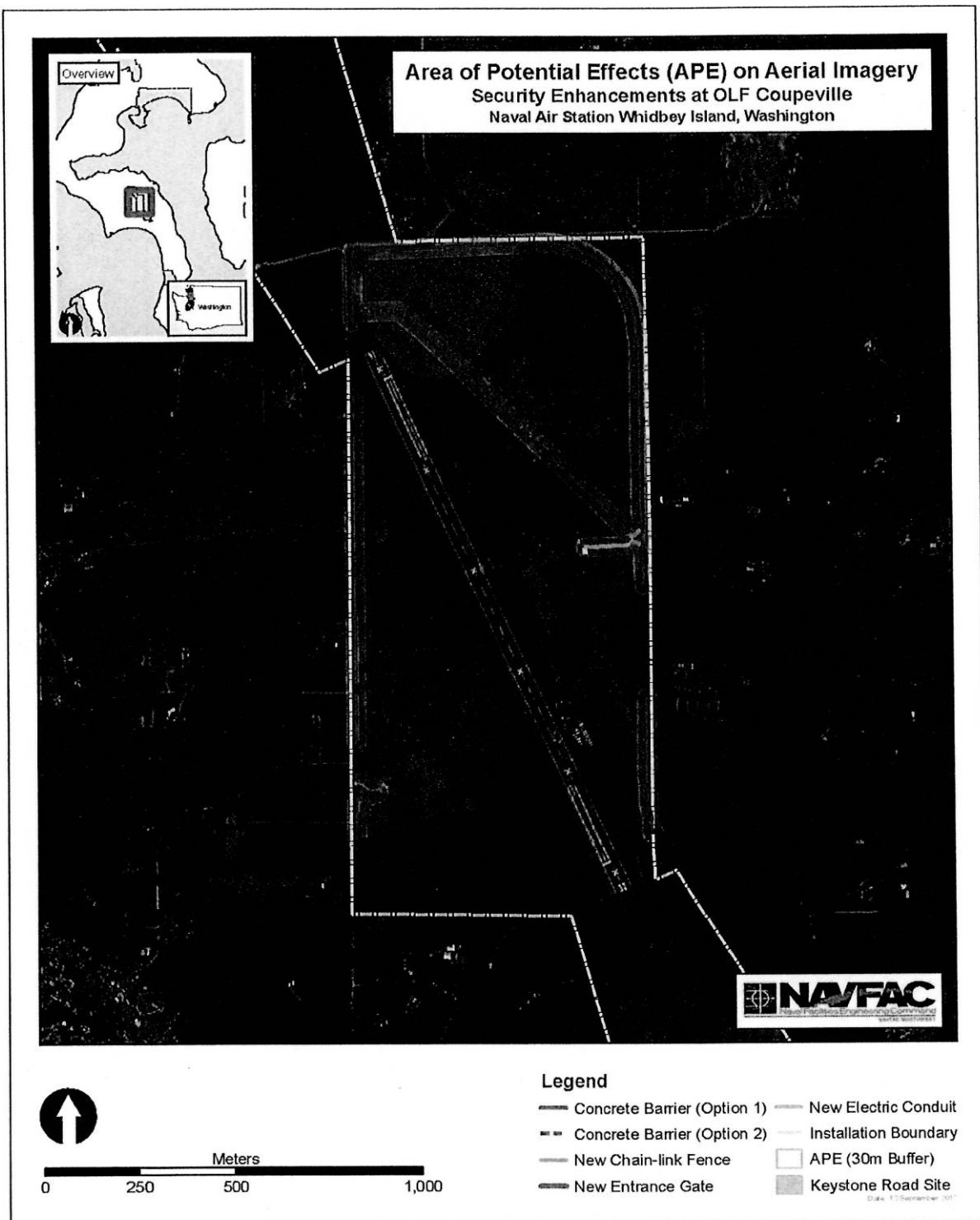


Allison Crain  
Installation Environmental Program  
Director  
By direction of the Commanding  
Officer

Enclosures:      1) Project area on a topographic map  
                     2) Project area on aerial imagery  
                     3) Archaeological Inventory  
                     4) Shovel testing of project area by Stell  
                             Environmental



Enclosure 1. Location of project (red) on a topographic map.



Enclosure 2. Location of project on aerial imagery.

Stell Environmental Enterprises. 2013. Archaeological Inventory of Outlying Landing Field  
Coupeville and Select Lands of Ault Field, Naval Air Station Whidbey Island, Island  
County, Washington-DRAFT REPORT. Stell Environmental Enterprises, Inc., 25 East Main  
Street, Elverson, PA 19520.

Previously sent by Stell in July 2013

Enclosure 3. Archaeological Inventory

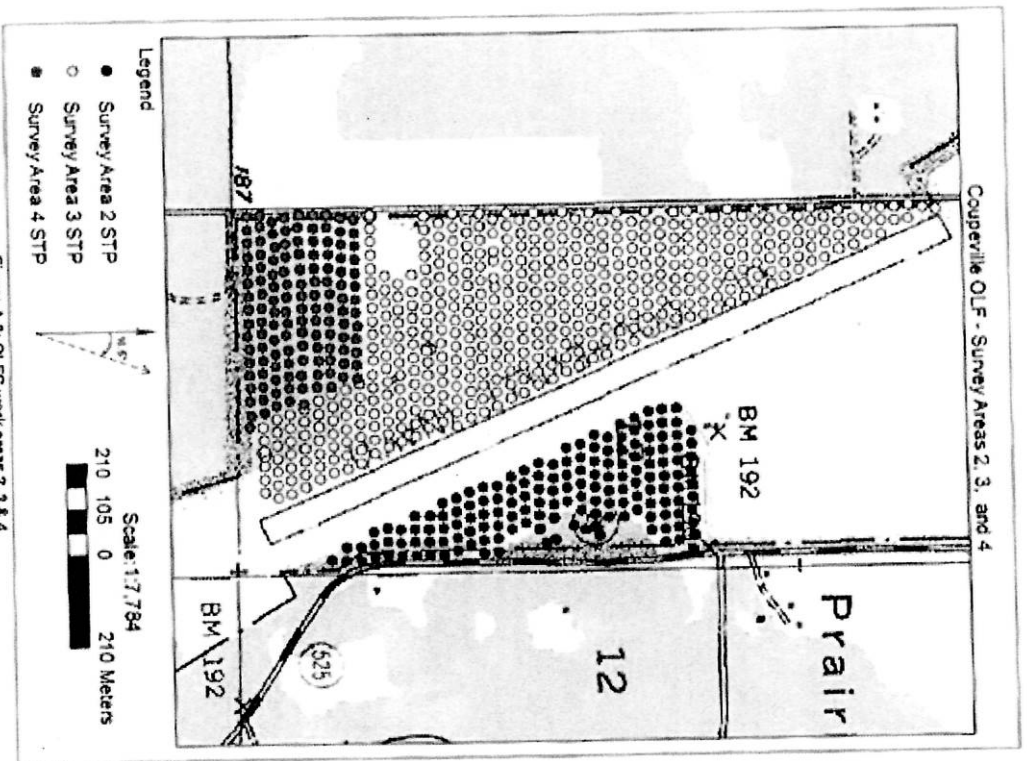


Figure A.3: OLFC work areas 2, 3 & 4

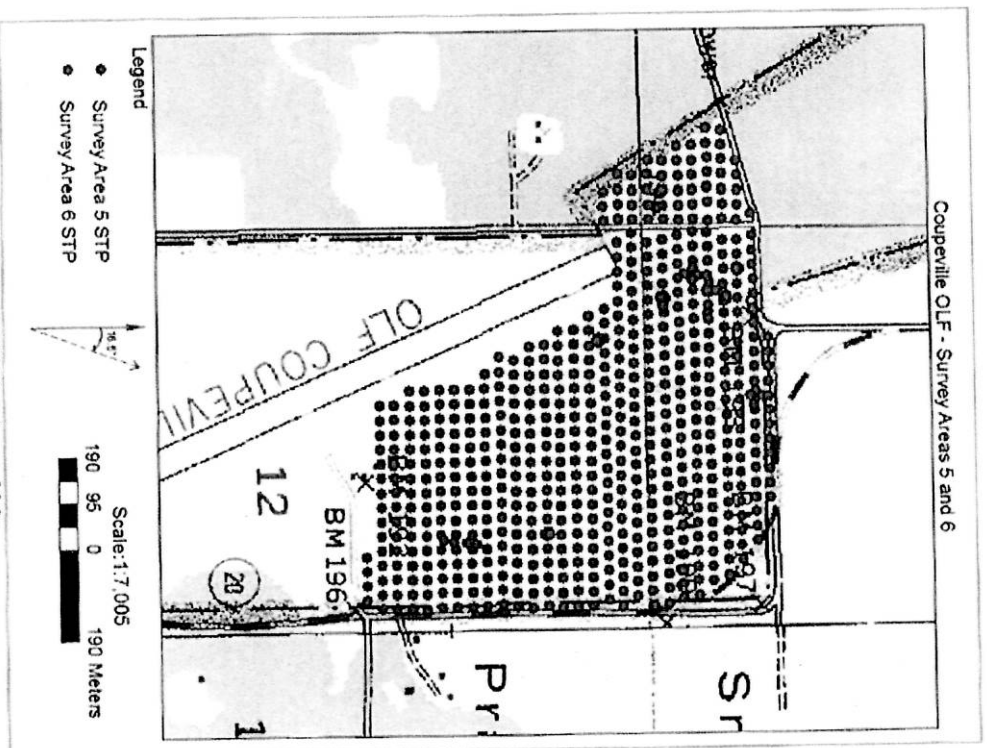


Figure A.4: OLFC work areas 5 & 6

Enclosure 4. Location of shovel tests in the APE (filled circles) performed by Stelli Environmental (2013).