

# **APPENDIX G**

## **AGENCY CONSULTATION AND COORDINATION**



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## **APPENDIX G AGENCY CONSULTATION AND COORDINATION**

The Navy has consulted with regulatory agencies during the National Environmental Policy Act process and before implementing the Proposed Actions to ensure that regulatory requirements have been met. The following is a list of regulatory agencies consulted for each applicable law with current status of consultation. Correspondence associated with each consultation is provided in this appendix.

### Endangered Species Act

- U.S. Fish and Wildlife Service: Biological Assessment was submitted on March 10, 2015 and revised Biological Assessment was submitted on June 10, 2015; Letter of Concurrence for Land-Water Interface (LWI) and Service Pier Extension (SPE) projects was received March 9, 2016.
- National Oceanic and Atmospheric Administration, National Marine Fisheries Service, West Coast Region: Biological Assessment was submitted on March 10, 2015 and revised Biological Assessment was submitted on June 10, 2015; additional information requests were made on March 19, October 6, and November 9, 2015, and the Navy provided all requested additional information; Letter of Concurrence for LWI project was received November 16, 2015.

### Marine Mammal Protection Act

- National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Headquarters: The draft application for an Incidental Harassment Authorization (IHA) for the SPE project was submitted in June 2015; a revised IHA application would be submitted approximately 9 months before the start of construction, which is currently unscheduled.

### Magnuson-Stevens Fishery Conservation and Management Act

- National Oceanic and Atmospheric Administration, National Marine Fisheries Service, West Coast Region: Consultation was initiated March 10, 2015; Letter of Concurrence for LWI project was received November 16, 2015; SPE consultation is on hold pending project implementation.

### National Historic Preservation Act

- Washington Department of Archaeology and Historic Preservation, State Historic Preservation Office (SHPO): Consultation for Land-Water Interface and Service Pier Extension projects was initiated in September 2012; SHPO concurrences with the Navy's findings of effect and determinations of eligibility for the LWI and SPE projects were received July 30 and October 7, 2015, respectively. Concurrences with the Navy's findings of effect and determinations of eligibility were received from the Jamestown S'Klallam Tribe on July 30, 2015 and from the Lower Elwha Klallam Tribe on September 15, 2015.

#### Government-to-Government Consultation

- Skokomish Indian Tribe, Port Gamble S’Klallam Tribe, Jamestown S’Klallam Tribe, Lower Elwha Klallam Tribe, and Suquamish Tribe: Consultations on Tribal Treaty Mitigation for LWI were initiated in 2008; for SPE, consultations were initiated in July 2012; the Navy and Skokomish Indian Tribe completed a Memorandum of Agreement (MOA) on March 3, 2016; consultations with the Port Gamble S’Klallam Tribe, Jamestown S’Klallam Tribe, and Lower Elwha Klallam Tribe are in progress.

#### Clean Water Act

- U.S. Army Corps of Engineers and Washington Department of Ecology: Joint Aquatic Resources Permit Application submitted on June 13, 2016.

#### Coastal Zone Management Act

- Washington Department of Ecology: Federal Consistency Determination submitted on May 25, 2016.

**Notice of Intent to Prepare EIS and  
Notice of Availability of DEIS**

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9:00 a.m.–9:15 a.m. Public Forum  
 9:15 a.m.–10:15 a.m. Navy Safe Harbor  
 Response to RWTF FY12  
 Recommendations  
 10:15 a.m.–10:30 a.m. Break  
 10:30 a.m.–12:15 p.m. Navy Harbor  
 Survey Program  
 12:15 p.m.–1:15 p.m. Break for Lunch  
 1:15 p.m.–2:15 p.m. Marine Corps  
 Response to RWTF FY12  
 Recommendations  
 2:15 p.m.–3:00 p.m. Marine Corps  
 Wounded Warrior Regiment Survey  
 Program  
 3:00 p.m.–3:15 p.m. Break  
 3:15 p.m.–4:15 p.m. Marine Corps  
 Wounded Warrior Regiment Survey  
 Program (continued)  
 4:45 p.m.–5:00 p.m. Wrap Up

*Public's Accessibility to the Meeting:*  
 Pursuant to 5 U.S.C. 552b and 41 CFR  
 102–3.140 through 102–3.165, and the  
 availability of space, this meeting is  
 open to the public. Seating is on a first-  
 come basis.

Pursuant to 41 CFR 102–3.105(j) and  
 102–3.140, and section 10(a)(3) of the  
 Federal Advisory Committee Act of  
 1972, the public or interested  
 organizations may submit written  
 statements to the Department of Defense  
 Task Force on the Care, Management,  
 and Transition of Recovering Wounded,  
 Ill, and Injured Members of the Armed  
 Forces about its mission and functions.  
 If individuals are interested in making  
 an oral statement during the Public  
 Forum time period, a written statement  
 for a presentation of two minutes must  
 be submitted and must identify it is  
 being submitted for an oral presentation  
 by the person making the submission.  
 Identification information must be  
 provided and at a minimum must  
 include a name and a phone number.  
 Individuals may visit the Task Force  
 Web site at <http://df.defense.gov/rwtf/>  
 to view the Charter. Individuals making  
 presentations will be notified by  
 Wednesday, February 20, 2013. Oral  
 presentations will be permitted only on  
 Wednesday, February 27, 2013 from  
 9:00 a.m. to 9:15 a.m. EDT before the  
 Task Force. The number of oral  
 presentations will not exceed ten, with  
 one minute of questions available to the  
 Task Force members per presenter.  
 Presenters should not exceed their two  
 minutes.

Written statements in which the  
 author does not wish to present orally  
 may be submitted at any time or in  
 response to the stated agenda of a  
 planned meeting of the Department of  
 Defense Task Force on the Care,  
 Management, and Transition of  
 Recovering Wounded, Ill, and Injured  
 Members of the Armed Forces.

All written statements shall be  
 submitted to the Designated Federal  
 Officer for the Task Force through the  
 contact information in **FOR FURTHER  
 INFORMATION CONTACT**, and this  
 individual will ensure that the written  
 statements are provided to the  
 membership for their consideration.

Statements, either oral or written,  
 being submitted in response to the  
 agenda mentioned in this notice must be  
 received by the Designated Federal  
 Officer at the address listed in **FOR  
 FURTHER INFORMATION CONTACT** no later  
 than 5:00 p.m. EDT, Monday, February  
 18, 2013 which is the subject of this  
 notice. Statements received after this  
 date may not be provided to or  
 considered by the Task Force until its  
 next meeting. Please mark mail  
 correspondence as "Time Sensitive for  
 February Meeting."

The Designated Federal Officer will  
 review all timely submissions with the  
 Task Force Co-Chairs and ensure they  
 are provided to all members of the Task  
 Force before the meeting that is the  
 subject of this notice.

Reasonable accommodations will be  
 made for those individuals with  
 disabilities who request them. Requests  
 for additional services should be  
 directed to Ms. Heather Moore, (703)  
 325–6640, by 5:00 p.m. EDT, Monday,  
 February 18, 2013.

Dated: January 29, 2013.

Aaron Siegel,

Alternate OSD Federal Register Liaison  
 Officer, Department of Defense.

[FR Doc. 2013–02172 Filed 1–31–13; 8:45 am]

BILLING CODE 5001–06–P

## DEPARTMENT OF DEFENSE

### Department of the Navy

#### Notice of Intent To Prepare an Environmental Impact Statement for Land-Water Interface and Service Pier Extension, Naval Base Kitsap Bangor, Silverdale, WA and To Announce Public Scoping Meetings

**AGENCY:** Department of the Navy, DoD.

**ACTION:** Notice.

**SUMMARY:** Pursuant to section 102(2)(c)  
 of the National Environmental Policy  
 Act (NEPA) of 1969 and the regulations  
 implemented by the Council on  
 Environmental Quality (CEQ) (40 CFR  
 parts 1500–1508), the Department of the  
 Navy (DoN) announces its intent to  
 prepare an Environmental Impact  
 Statement (EIS) to evaluate the potential  
 environmental impacts associated with  
 two actions: (1) The proposed  
 construction and operation of Land-

Water Interface (LWI) structures and (2)  
 the proposed construction and  
 operation of a Service Pier Extension  
 (SPE) on Naval Base (NAVBASE) Kitsap  
 Bangor.

The DoN proposes two projects on  
 NAVBASE Kitsap Bangor waterfront to:  
 (1) Comply with Department of Defense  
 (DoD) directives to protect Navy OHIO  
 Class ballistic missile submarines  
 (TRIDENT submarines) from increased  
 and evolving threats and to prevent the  
 seizure, damage, or destruction of  
 military assets and (2) eliminate  
 deployment constraints and improve  
 maintenance of SEAWOLF Class  
 submarines.

The first proposed action includes  
 constructing two LWI structures and  
 modifying the existing floating Port  
 Security Barrier (PSB) system for  
 improved protection of TRIDENT  
 submarines. Construction of the LWI  
 structures would enclose the Navy  
 Waterfront Restricted Area (WRA) on  
 NAVBASE Kitsap Bangor by  
 constructing security barriers in the  
 intertidal zone at the Bangor waterfront.  
 Construction is anticipated to take two  
 years. Construction activities occurring  
 in the water during the first year may  
 involve pile driving and would be  
 conducted July 2015 through February  
 2016. Once the pile driving is complete,  
 activities other than pile driving may  
 occur in the water up until February  
 2017.

The second proposed action would  
 relocate SEAWOLF Class submarines  
 SSN–21 (SEAWOLF) and SSN–22  
 (CONNECTICUT) from NAVBASE  
 Kitsap Bremerton to join SSN–23  
 (JIMMY CARTER) at NAVBASE Kitsap  
 Bangor. The existing Service Pier would  
 be extended and land based associated  
 support facilities would be constructed  
 including a Maintenance Support  
 Facility, and utility upgrades including  
 an emergency power generator, and a  
 parking lot. Shore based facilities  
 constructed on the pier would include  
 a Pier Services and Compressor  
 Building and a pier crane. Construction  
 would occur from April 2015 to March  
 2017. Construction in the water is  
 planned for July through February of  
 each year, beginning in July 2015 and  
 concluding in February 2017. The  
 relocation would result in the  
 consolidation of berthing and support  
 for the SEAWOLF Class submarines at  
 NAVBASE Kitsap Bangor.

NAVBASE Kitsap is the action  
 proponent. The LWI construction and  
 PSB modifications are for the DoN's  
 Strategic Systems Programs (SSP),  
 which directs research, development,  
 manufacturing, test, evaluation, and  
 operational support of the TRIDENT

program. The SPE and supporting facilities are for Commander, Submarine Development Squadron Five (CSDS-5). CSDS-5 is the Immediate Superior in Command for all three SEAWOLF Class submarines and four DoN research, development, test, and evaluation (RDT&E) detachments based at NAVBASE Kitsap Bangor.

The DoN is the lead federal agency for this action. The DoN is requesting the U.S. Army Corps of Engineers and the National Marine Fisheries Service to be Cooperating Agencies. The DoN will hold public scoping meetings to receive oral and/or written comments on environmental concerns related to the proposed actions, to determine the scope of issues to address in the Draft EIS, and to identify and refine alternatives to the proposed actions. Federal, state, and local agencies, American Indian tribes, and the public are invited to participate in the scoping process.

The public scoping meetings will be conducted in English and will be arranged in an informal, open-house format. Attendees will be provided the opportunity to sign in and then visit various stations hosted by DoN representatives and technical staff assigned to provide information and answer questions. Several large display boards will be located throughout the meeting locations to assist attendees in understanding the proposed actions and the alternatives. Fact sheets about the proposed actions and alternatives will be available to attendees. A comment table with comment sheets will be placed in an easily accessible location.

**DATES AND ADDRESSES:** The public scoping meetings will be held on the following dates and locations:

1. February 20, 2013 from 5:00 p.m. to 8:00 p.m. at the Chimacum High School Commons, 91 West Valley Road, Chimacum, WA 98325; and

2. February 21, 2013 from 5:00 p.m. to 8:00 p.m. at the North Kitsap High School Commons, 1780 Northeast Hostmark Street, Poulsbo, WA 98370.

**FOR FURTHER INFORMATION CONTACT:** Naval Facilities Engineering Command Northwest, Attn: Thomas Dildine, LWI/SPE EIS Project Manager, 1101 Tautog Circle, Silverdale, WA 98315-1101. Email: [nwnepa@navy.mil](mailto:nwnepa@navy.mil). Phone: 360-396-6387, or Web site: <https://www.nbkewis.com/lwi/>.

**SUPPLEMENTARY INFORMATION:** The purpose of the LWI project is to (1) comply with DoD directives to protect TRIDENT submarines from increased and evolving threats and to prevent the seizure, damage, or destruction of military assets. The purpose of the SPE

project is to eliminate deployment constraints and improve maintenance of SEAWOLF Class submarines.

The need for the LWI is to:

- Enhance security within the WRA. Protection of strategic military assets is a vital national security concern. Aggressive security improvements within the DoN pre-date the USS Cole incident and the terrorist attacks of September 11, 2001 and continue today.

The need for the SPE is to:

- Remove restrictions on navigating SEAWOLF Class submarines through Rich Passage under certain tidal conditions;
- Improve long-term operational effectiveness for the three SEAWOLF Class submarines at NAVBASE Kitsap Bangor;
- Provide berthing and logistical support at the DoN's submarine RDT&E hub, which is located on NAVBASE Kitsap Bangor; and
- Improve submarine crew training and readiness through co-location of the SEAWOLF Class submarines and crew with command functions at NAVBASE Kitsap Bangor submarine training center.

The LWI and SPE are related actions due to their proximity, anticipated timing of construction, and potential to affect similar resources, but are not connected projects because each proposed action would function independently. While independent in function, the projects may have the potential to affect related resources, so the DoN has chosen to analyze both projects in a single EIS.

The EIS must evaluate reasonable alternatives in accordance with the CEQ regulations (40 Code of Federal Regulations [CFR] § 1502.14) and DoN regulations (32 CFR Part 775) that implement the NEPA. Alternatives for the proposed action were identified based on security and program requirements, avoiding or minimizing environmental impacts, and compatibility with existing facilities, infrastructure, and operational missions.

The DoN is considering the following alternatives to satisfy each purpose and need:

(i) LWI Alternative 1 (No Action)—Under the No Action Alternative, the DoN would not build the LWI and associated PSB modifications. DoD and DoN security requirements for the TRIDENT program would not be met.

(ii) LWI Alternative 2 (Pile-Supported Pier and PSB Modification)—Under this alternative, the LWI structure would include two pile-supported piers built from shoreline abutments to connect with the existing PSB system at the north and south sides of the NAVBASE

Kitsap Bangor WRA. Each pier would connect to a solid concrete abutment to be constructed on the shore, and an anchoring structure for the PSBs to be installed at the seaward end of each pier. The LWI pier structure would be 280 feet long at the northern location and 730 feet long at the southern location. The piers would be supported by up to fifty-four 24-inch diameter steel piles at the northern location and up to eighty-two 24-inch diameter steel piles at the southern location. A fence would be installed along the length of the piers, five 30 foot tall towers would be installed on the piers to support lights and cameras, and a mesh/grate with sensors would extend from the bottom of the pier walkway to the seafloor.

(iii) LWI Alternative 3 (Port Security Barrier Modification)—This alternative, the DoN would build the LWI using PSBs instead of a pile supported pier. The LWI structures would consist of modifying and lengthening the existing PSBs at the same north and south locations as the pile supported pier alternative. The PSB sections would be 280 feet long at the northern location and 730 feet long at the southern location. The existing PSB system would be modified and lengthened to extend across the intertidal zone and would attach to shoreline abutments. Two solid concrete abutments would be constructed at the shore end of the north and south location to form a secure barrier from the bluff to the intertidal zone. Three 30 foot tall in-water towers would be installed to support lights and security equipment. The in-water towers would each be supported by a platform resting on four 24 inch piles. Two additional 30 foot tall towers would be installed on land.

(iv) SPE Alternative 1 (No Action)—The DoN would not consolidate SEAWOLF berthing and support services. The SEAWOLF Class submarines would continue to have reduced operational availability (due to tide windows limiting safe navigation through Rich Passage) and the long-term operations and maintenance efficiency and effectiveness resulting from consolidation of SEAWOLF Class submarines in one location would not occur.

(v) SPE Alternative 2 (Short Pier Configuration) The DoN would consolidate SEAWOLF Class submarines on NAVBASE Kitsap Bangor and build and operate the SPE proposed action using a side by side submarine mooring configuration. The proposed new facilities associated with this option include a 600-lineal-foot SPE, a 3,100-square-foot Pier Services and Compressor Building, a pier crane, a

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50,000-square-foot shoreside Maintenance Support Facility, and a shoreside emergency diesel generator facility. The new Maintenance Support Facility would be built within an existing parking lot. To support additional personnel, a 6-acre upland parking lot and lay down area would be constructed near the proposed Maintenance Support Facility. The SPE would be supported by approximately 320 steel piles.

(vi) SPE Alternative 3 (Long Pier Configuration)—The DoN would consolidate SEAWOLF Class submarines on NAVBASE Kitsap Bangor and build and operate the SPE proposed action using an in-line berth submarine mooring configuration. The proposed new facilities associated with this option include a 1,200-lineal-foot SPE, a 3,100-square-foot Pier Services and Compressor Building, a pier crane, a 50,000-square-foot shoreside Maintenance Support Facility, and a shoreside emergency diesel generator facility. The new Maintenance Support Facility would be built within an existing parking lot. To support additional personnel, a 6-acre upland parking lot and lay down area would be constructed near the proposed Maintenance Support Facility. The SPE would be supported by approximately 700 steel piles.

The proposed actions will be designed to minimize environmental impacts to the extent practicable. Project details including construction methods, schedule, operations, and maintenance, will be developed during the design process and analyzed in the Draft EIS.

No decision will be made to implement any alternative until the EIS process is completed and a Record of Decision is signed by the acting Principal Deputy Assistant Secretary of the Navy (Energy, Installations, and Environment).

The impacts to be evaluated include, but will not be limited to, effects on federally listed threatened and endangered species and critical habitat, impacts relating to underwater noise and airborne noise from pile driving and other actions, loss of eelgrass and other marine habitat, decreased opportunities for migratory and transient movement of fish and wildlife within the waterfront, reduction in water quality, effects on littoral drift (shoreline sediment movement), and effects on tribal resources.

The analysis will include an evaluation of direct, indirect, short-term, and long-term impacts of construction and operation of each project as well as cumulative impacts

from other DoN and non-DoN activities in the project area.

The DoN is initiating the scoping process to identify community concerns and local issues to be addressed in the EIS. Federal, state, and local agencies, American Indian tribes, and interested persons are encouraged to provide written comments at scheduled public scoping meetings. All written statements will become part of the public record and will be responded to in the Draft EIS.

Written comments should be mailed to Naval Facilities Engineering Command Northwest, 1101 Tantog Circle, Silverdale, WA 98315-1101. Attention: Thomas Dildine, I/WI/SPE EIS Project Manager. Comments may also be submitted online at <https://www.nbkais.com/lwi/> during the comment period. All comments must be received by March 17, 2013 to ensure they become part of the official record.

Dated: January 28, 2013.

C.K. Chiappetta,

Lieutenant Commander, Office of the Judge Advocate General U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2013-02176 Filed 1-31-13; 8:45 am]

BILLING CODE 3810-FF-P

## DEPARTMENT OF EDUCATION

[Docket No.: ED-2013-ICCD-0008]

**Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Comment Request; High School Longitudinal Study of 2009 (HSL:09) High School Transcript and 2013 Update Full Scale Study and Panel Maintenance**

**AGENCY:** Department of Education (ED), Institute of Education Sciences.

**ACTION:** Notice.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 3501 *et seq.*), ED is proposing a revision of an existing information collection.

**DATES:** Interested persons are invited to submit comments on or before March 4, 2013.

**ADDRESSES:** Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at <http://www.regulations.gov> by selecting Docket ID number ED-2013-ICCD-0008 or via postal mail, commercial delivery, or hand delivery. Please note that comments submitted by fax or email and those submitted after the comment

period will not be accepted. Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the Information Collection Clearance Division, U.S. Department of Education, 400 Maryland Avenue SW., LBJ, Room 2E105, Washington, DC 20202-4537.

**FOR FURTHER INFORMATION CONTACT:** Electronically mail [ICDocketMgr@ed.gov](mailto:ICDocketMgr@ed.gov). Please do not send comments here.

**SUPPLEMENTARY INFORMATION:** The Department of Education (ED), in accordance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3506(c)(2)(A)), provides the general public and Federal agencies with an opportunity to comment on proposed, revised, and continuing collections of information. This helps the Department assess the impact of its information collection requirements and minimize the public's reporting burden. It also helps the public understand the Department's information collection requirements and provide the requested data in the desired format. ED is soliciting comments on the proposed information collection request (ICR) that is described below. The Department of Education is especially interested in public comment addressing the following issues: (1) Is this collection necessary to the proper functions of the Department; (2) will this information be processed and used in a timely manner; (3) is the estimate of burden accurate; (4) how might the Department enhance the quality, utility, and clarity of the information to be collected; and (5) how might the Department minimize the burden of this collection on the respondents, including through the use of information technology. Please note that written comments received in response to this notice will be considered public records.

**Title of Collection:** High School Longitudinal Study of 2009 (HSL:09) High School Transcript and 2013 Update Full Scale Study and Panel Maintenance.

**OMB Control Number:** 1850-0852.

**Type of Review:** Revision of an existing information collection.

**Respondents/Affected Public:** State, Local or Tribal Governments; Individuals or households.

**Total Estimated Number of Annual Responses:** 34,184.

**Total Estimated Number of Annual Burden Hours:** 9,975.

**Abstract:** The High School Longitudinal Study of 2009 (HSL:09) is a nationally representative, longitudinal study of more than 20,000 9th graders in 944 schools who will be followed



report quarterly on complaints they receive.

**DATES:** Comments regarding this proposed information collection must be received on or before March 16, 2015. If you anticipate difficulty that you will be submitting comments, but find it difficult to do so within the period of time allowed by this notice, please advise the OMB Desk Officer of your intention to make a submission as soon as possible. The Desk Officer may be telephoned at 202-395-4718.

**ADDRESSES:** Written comments should be sent to the:

DOE Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Room 10102, 735 17th Street NW., Washington, DC 20503; and to

Janet N. Freimuth, HG-6, Acting Director, Office of Conflict Prevention and Resolution, U.S. Department of Energy, 1000 Independence Avenue SW., Washington, DC 20585; or by fax at 202-287-1415 or by email at [janet.freimuth@hq.doe.gov](mailto:janet.freimuth@hq.doe.gov).

**FOR FURTHER INFORMATION CONTACT:** Janet N. Freimuth at the address listed in **ADDRESSES**. The Web site address for the report is <http://www.energy.gov/oha/downloads/technology-transfer-reporting-form>.

**SUPPLEMENTARY INFORMATION:** This information collection request contains: (1) OMB No. 1910-5118; (2) *Information Collection Request Title:* "Technology Partnerships Ombudsman Reporting Requirements"; (3) *Type of Request:* Renewal; (4) *Purpose:* The information collected will be used to determine whether the Technology Partnerships Ombudsmen are properly helping to resolve complaints from outside organizations regarding laboratory policies and actions with respect to technology partnerships; (5) *Annual Estimated Number of Respondents:* 22; (6) *Annual Estimated Number of Total Responses:* 88; (7) *Annual Estimated Number of Burden Hours:* 50; (8) *Annual Estimated Reporting and Recordkeeping Cost Burden:* \$ 2,500. The cost burden is based on an average hourly rate of \$ 50 per hour. We expect no start up or maintenance costs.

**Statutory Authority:** Section 11 of the Technology Transfer Commercialization Act of 2000, Pub. L. 106-404, codified at 42 U.S.C. 7261c(c)(3)(C).

Issued in Washington, DC on February 9, 2015.

**Janet N. Freimuth,**  
*Acting Director, Office of Conflict Prevention and Resolution, Office of Hearings and Appeals, U.S. Department of Energy.*

[FR Doc. 2015-03034 Filed 2-12-15; 8:45 am]

BILLING CODE 5450-01-P

## ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9019-5]

### Environmental Impact Statements; Notice of Availability

*Responsible Agency:* Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements  
Filed 02/02/2015 Through 02/06/2015  
Pursuant to 40 CFR 1506.9.

#### Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

*EIS No. 20150028, Final EIS, USFS, ID, Clear Creek Integrated Restoration Project, Review Period Ends:* 03/16/2015, *Contact:* Lois Hill 208-935-4257.

*EIS No. 20150029, Final EIS, USFS, 00, Greater Sage Grouse Bi-State Distinct Population Segment Forest Plan Amendment, Review Period Ends:* 04/07/2015, *Contact:* James Winfrey 775-355-5308.

*EIS No. 20150030, Draft EIS, USN, WA, Land-Water Interface and Service Pier Extension at Naval Base Kitsap Bangor, Comment Period Ends:* 04/13/2015, *Contact:* Thomas Dildine 360-396-0018.

*EIS No. 20150031, Draft EIS, BLM, NV, Gold Rock Mine Project, Comment Period Ends:* 03/30/2015, *Contact:* Dan Netcher 775-289-1872.

*EIS No. 20150032, Draft EIS, BOP, KY, U.S. Penitentiary and Federal Prison Camp, Letcher County, Comment Period Ends:* 03/30/2015, *Contact:* Issac Gaston 202-514-6470.

*EIS No. 20150033, Draft EIS, USFS, ID, Salmon-Challis National Forest Invasive Plant Treatment, Comment Period Ends:* 03/30/2015, *Contact:* Jennifer Purvine 208-879-4162.

*EIS No. 20150034, Draft EIS, USACE, OR, Double-crested Cormorant Management Plan to Reduce*

*Predation of Juvenile Salmonids in the Columbia River Estuary, Comment Period Ends:* 03/16/2015, *Contact:* Robert Winters 503-806-4738.

### Amended Notices

*EIS No. 20140372, Draft EIS, DOE, 00, Plains and Eastern Clean Line Transmission Project, Comment Period Ends:* 04/20/2015, *Contact:* Jane Summerson, 505-845-4091, Revision to FR Notice Published 12/29/2014; Extending Comment Period from 03/19/2015 to 04/20/2015

Dated: February 10, 2015.

**Cliff Rader,**

*Director, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. 2015-03068 Filed 2-12-15; 8:45 am]

BILLING CODE 5560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPP-2015-0097; FRL-9922-89]

### Pesticide Program Dialogue Committee; Notice of Public Webinar

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** Pursuant to the Federal Advisory Committee Act (FACA), the Environmental Protection Agency's (EPA's) Office of Pesticide Programs is announcing a public webinar for the Pesticide Program Dialogue Committee (PPDC) on February 25, 2015. The purpose of this webinar is to provide the PPDC with brief updates on several key topics, and to set-up discussion topics for the next in-person meeting to be held May 14-15, 2015. The PPDC provides advice and recommendations to the EPA Administrator on issues associated with pesticide regulatory development and reform initiatives, evolving public policy and program implementation issues, and science issues associated with evaluating and reducing risks from use of pesticides. The webinar is free, open to the public, and no advance registration is required.

**DATES:** The webinar will be held on Wednesday, February 25, 2015, from 1 p.m. to 2:30 p.m.

To request accommodation of a disability, please contact the person listed under **FOR FURTHER INFORMATION CONTACT**, preferably at least 10 days prior to the webinar, to give EPA as much time as possible to process your request.

**ADDRESSES:** The webinar will be available only online, at the following

## **Cooperating Agencies for EIS**

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DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, DC 20350-2000

IN REPLY REFER TO  
5090  
Ser N454E/13U139593  
21 February 2013

Mr. Samuel D. Rauch III  
Assistant Administrator, Acting  
National Marine Fisheries Service  
1315 East West Highway  
Silver Springs, MD 20910

Dear Mr. Rauch:

In accordance with the National Environmental Policy Act (NEPA), the Department of the Navy (Navy) is initiating the preparation of an Environmental Impact Statement (EIS) and is requesting that the National Marine Fisheries Service (NMFS) serve as a cooperating agency. The EIS will evaluate potential environmental effects associated with two proposed actions: 1) the proposed construction and operation of Land-Water Interface (LWI) structures, and; 2) the proposed construction and operation of a Service Pier Extension (SPE) at Naval Base (NAVBASE) Kitsap Bangor, Silverdale, Washington. The purpose of the LWI proposed action is to comply with Department of Defense directives to protect Navy OHIO-class ballistic missile submarines (TRIDENT submarines) from increased and evolving threats and to prevent the seizure, damage, or destruction of military assets. The need for the LWI proposed action is to enhance security within the Waterfront Restricted Area (WRA). The purpose of the SPE proposed action is to eliminate deployment constraints and improve the maintenance of SEAWOLF-class submarines. The need for the SPE proposed action is to remove restrictions on navigating SEAWOLF-class submarines through Rich Passage under certain tidal conditions, improve long-term operational effectiveness for the three SEAWOLF-class submarines at NAVBASE Kitsap Bangor, provide berthing and logistical support at the Navy's submarine Research Development Test and Evaluation hub, and improve submarine crew training and readiness.

The LWI proposed action for the LWI SPE EIS is to:

- Construct two LWI structures and modify the existing floating Port Security Barrier system to enclose the Navy WRA in Hood Canal;
- Construction is anticipated to occur over a two year period. Construction activities occurring in the water during the first year may involve pile driving and would be conducted from July 2015 through February 2016. Once pile driving is complete, activities other than pile driving may occur in the water up until February 2017.

The SPE proposed action for the LWI SPE EIS is to:

- Relocate SEAWOLF-class submarines USS *SEAWOLF* (SSN-21) and USS *CONNECTICUT* (SSN-22) from NAVBASE Kitsap Bremerton to join USS *JIMMY CARTER* (SSN-23) at NAVBASE Kitsap Bangor;
- Extend the existing Service Pier in deeper waters of Hood Canal and construct and operate shore-based support facilities on the pier including a pier services and compressor building and a pier crane;
- Construct and operate associated land-based support facilities including a maintenance support facility and utility upgrades such as an emergency power generator facility and parking lot;
- Construction is anticipated to occur from April 2015 through March 2017. Construction in the water is planned for July through February of each year, beginning in July 2015 and concluding in February 2017.

The LWI and SPE are related actions due to their proximity, anticipated timing of construction, and potential to affect similar resources, but they are not connected projects because each proposed action would function independently. While independent in function, the projects may have the potential to affect related resources, so the Navy chose to analyze both projects in a single EIS. In order to adequately evaluate the potential environmental effects of the proposed actions, the Navy and NMFS will benefit from working together on assessing potential effects to marine species protected under the Marine Mammal Protection Act and the Endangered Species Act. It is anticipated that the effects will predominantly be related to underwater noise and airborne noise from pile driving and the loss of eelgrass and other marine habitat. Other potential effects include effects to federally listed threatened and endangered species and critical habitat, decreased opportunities for migratory and transient movement of fish and wildlife within the waterfront, reduction in water quality, effects on littoral drift (shoreline sediment movement), and effects on tribal resources.

To assist in the LWI SPE EIS planning and in accordance with the Council on Environmental Quality's (CEQ) NEPA guidelines (specifically 40 Code of Federal Regulations (CFR) Part 1501) and CEQ's 2002 guidance on cooperating agencies, the Navy requests that NMFS serve as a cooperating agency for the development of this EIS. As NMFS has jurisdiction by law and special expertise over protected marine species potentially affected by the proposed action, the Navy is requesting that NMFS be a cooperating agency as defined in 40 CFR 1501.6.

As the lead agency, the Navy will be responsible for overseeing preparation of the EIS that includes, but is not limited to, the following:

- Gather all necessary background information and prepare the EIS and all necessary permit applications.
- Work with NMFS personnel to determine the method of estimating potential effects to protected marine species, including threatened and endangered species.



- Use the environmental analysis and proposals of NMFS, to the maximum extent possible.
- Determine the scope of the EIS, including the alternatives evaluated with assistance of NMFS.
- Circulate the appropriate NEPA documentation to the general public and any other interested parties.
- Schedule and supervise meetings held in support of the NEPA process, and compile and respond to any comments received. Meet with NMFS at their request.
- Maintain an administrative record.
- Respond to any Freedom of Information Act requests relating to the EIS.

The Navy respectfully requests that NMFS, in its role as cooperating agency, provide support as follows:

- Provide timely comments during the public scoping period and on working drafts of the EIS documents. The Navy requests that comments on draft EIS documents be provided within 30 calendar days.
- Assist the Navy in determining appropriate avoidance, minimization, and/or mitigation measures to incorporate into the proposed action.
- Respond to Navy requests for information in a timely manner.
- Participate, as necessary, in meetings hosted by the Navy for discussion of issues related to the EIS, including public hearings and meetings.
- Adhere to the overall schedule as set forth by the Navy.
- Provide a formal, written response to this request.

The Navy views this agreement as important to the successful completion of the environmental planning process for the LWI SPE EIS. It is the Navy's goal to complete the analysis as expeditiously as possible, while using the best scientific information available. NMFS assistance will be invaluable in that endeavor.

The point of contact for this action is Ms. Karen M. Foskey, (703) 695-5193, email: Karen.Foskey@navy.mil.

Sincerely,



JOHN P. QUINN  
Deputy Director, Energy and Environmental  
Readiness Division (OPNAV N45)

Copy to:  
ASN (EI&E)  
DASN (Environment)  
OAGC (EI&E)  
CNIC WASHINGTON DC  
NAVFAC WASHINGTON DC  
COMNAVREG NW SILVERDALE WA (N3, N40, N45, N00L)  
NAVFAC NW SILVERDALE WA (N00)  
COMNAVBASE Kitsap Bangor

MAR 26 2013



UNITED STATES DEPARTMENT OF COMMERCE  
 National Oceanic and Atmospheric Administration  
 NATIONAL MARINE FISHERIES SERVICE  
 1315 East-West Highway  
 Silver Spring, Maryland 20910  
 THE DIRECTOR

Mr. John P. Quinn  
 Deputy Director, Energy and Environmental  
 Readiness Division  
 Department of the Navy  
 2000 Navy Pentagon  
 Washington, DC 20350-2000

Dear Mr. Quinn:

Thank you for your letter requesting that NOAA's National Marine Fisheries Service (NMFS) be a cooperating agency in the preparation of an Environmental Impact Statement (EIS) to evaluate potential environmental effects associated with the proposed construction and operation of Land-Water Interface structures and a Service Pier Extension at Naval Base Kitsap Bangor. We support the Navy's decision to prepare an EIS on these activities and agree to be a cooperating agency, due, in part, to our responsibilities under section 101(a)(5) of the Marine Mammal Protection Act and section 7 of the Endangered Species Act.

We will make every effort to support the Navy in the specific ways described in your letter. Therefore, to the maximum extent practicable, NMFS will:

- Provide timely comments during the public scoping period and on working drafts of the EIS documents.
- Assist the Navy in determining appropriate avoidance, minimization, and/or mitigation measures to incorporate into the proposed action.
- Respond to Navy requests for information in a timely manner.
- Participate, as necessary, in meetings hosted by the Navy for discussion of issues related to the EIS, including public hearings and meetings.
- Adhere to the overall schedule as set forth by the Navy to the degree possible.

If you have any questions or need additional information, please contact Ms. Helen Golde, NMFS Office of Protected Resources, at (301) 427-8420.

Sincerely,

Samuel D. Rauch III  
 Deputy Assistant Administrator  
 for Regulatory Programs,  
 performing the functions and duties of the  
 Assistant Administrator for Fisheries

THE ASSISTANT ADMINISTRATOR  
 FOR FISHERIES



Printed on Recycled Paper

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**DEPARTMENT OF THE NAVY**NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-50205090  
Ser PRB4/00271  
15 Feb 13

From: Commanding Officer, Naval Base Kitsap  
To: Colonel Bruce Estok, Commander and District Engineer, U.S.  
Army Corps of Engineers, Seattle District

SUBJ: REQUEST U.S. ARMY CORPS OF ENGINEERS SERVE AS  
COOPERATING AGENCY FOR ENVIRONMENTAL IMPACT STATEMENT

ENCL: (1) Naval Base Kitsap Notice of Intent to prepare an EIS  
(2) LWI/SPE EIS Proposed Action and Alternatives Fact  
Sheet

1. The Department of the Navy (Navy) is preparing an Environmental Impact Statement (EIS) to evaluate potential environmental impacts of constructing and operating the Land-Water Interface and Service Pier Extension (LWI/SPE) at Naval Base Kitsap Bangor. In order to adequately evaluate the potential environmental effects of the proposed action and comply with the Clean Water Act, the Navy wishes to initiate enhanced coordination with the Army Corps of Engineers (the Corps) and therefore requests that the Corps consider acting as a cooperating agency for the development of the LWI/SPE EIS in accordance with 40 CFR Part 1501 and the Council on Environmental Quality Cooperating Agency guidance issued on January 30, 2002. Note that the Environmental Impact Statement will include a classified annex.

2. Enclosure (1) contains details about the Navy's Notice of Intent to prepare an EIS. Enclosure (2) is a fact sheet describing the proposed action and alternatives.

3. The Navy values the Corps' knowledge and expertise in wetlands and waters, and views that the Corps participation would be beneficial for both the Navy's EIS process and the Corps' permitting process.

4. The proposed action would add additional overwater structures in Hood Canal and could involve installation of over 800 pilings. The Navy would welcome collaboration with the Corps on data analysis, permitting requirements, and measures to avoid, minimize, and/or mitigate impacts.

SUBJ: REQUEST U.S. ARMY CORPS OF ENGINEERS SERVE AS  
COOPERATING AGENCY FOR ENVIRONMENTAL IMPACT STATEMENT

5. As a cooperating agency, the Navy requests the Corps support the Navy in the following manner:

- a. Attending public scoping meetings.
- b. Providing timely comments during the scoping period and timely review and comments on working drafts of the EIS documents (comments within 3 weeks).
- c. Assisting the Navy in determining appropriate avoidance, minimization and/or mitigation measures to incorporate into the proposed action.
- d. Responding to Navy requests for information in a timely manner.
- e. Participating, as necessary, in meetings hosted by the Navy to discuss wetland and waters issues.
- f. Adhering to the overall schedule as set forth by the Navy.
- g. Providing a formal, written response to this request, agreeing to the support listed in the above bullets.

As lead agency, the Navy will be responsible for preparing the EIS, which will include, but is not limited to:

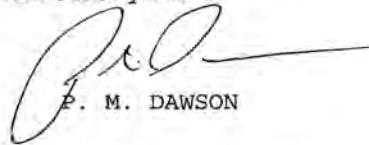
- a. Gathering all necessary background information and preparing the EIS and all necessary permit applications;
- b. Working with Corps personnel to determine the potential effects to wetlands and waters;
- c. Determining the scope of the EIS, including the alternatives evaluated;
- d. Circulating the appropriate NEPA documentation to the general public and any other interested parties;
- e. Scheduling and supervising meetings held in support of the NEPA process and compiling any comments received; and
- f. Maintaining an administrative record and responding to any Freedom of Information Act requests relating to the EIS.

SUBJ: REQUEST U.S. ARMY CORPS OF ENGINEERS SERVE AS  
COOPERATING AGENCY FOR ENVIRONMENTAL IMPACT STATEMENT

6. The Navy views this relationship as important to the successful completion of the NEPA process for the LWI/SPE EIS. It is the Navy's goal to complete the analysis as expeditiously as possible, while using the best scientific information available.

7. The Corps' assistance will be invaluable in this endeavor.

8. Points of contact for this action are: Mr. Gregory Leicht, Naval Base Kitsap at (360) 315-4451, gregory.leicht@navy.mil and Mr. Thomas Dildine, Naval Facilities Engineering Command Northwest at (360) 396-0018, thomas.dildine@navy.mil.



P. M. DAWSON

Copy to:  
Deputy Assistant Secretary of the Navy (Environment)  
Office of Assistant General Counsel (Installations & Environment)  
Commander, Naval Installations Command (N46)  
Commander, Navy Region Northwest (N40)  
Commander, Naval Facilities Engineering Command Northwest (N45)

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REPLY TO  
ATTENTION OF

Regulatory Branch

DEPARTMENT OF THE ARMY  
SEATTLE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 3755  
SEATTLE, WASHINGTON 98124-3755

JUL 26 2013

Captain Peter M. Dawson  
Naval Base Kitsap  
120 South Dewey Street  
Bremerton, Washington 98314-5020

Reference: NWS-2013-243  
U.S. Navy – Bangor  
(Land Water Interface)

NWS-2013-244  
U.S. Navy – Bangor  
(Service Pier Extension)

Dear Captain Dawson:

The U.S. Army Corps of Engineers (Corps), Seattle District, Regulatory Branch, agrees to participate as a cooperating agency in the preparation of the Environmental Impact Statement (EIS) for the proposed Land-Water Interface project and Service Pier Extension project at Naval Base Kitsap – Bangor. The Land-Water Interface and Service Pier Extension are not connected projects, but are related due to their proximity, anticipated timing of construction, and potential to affect similar environmental resources. Therefore, both proposals are being analyzed in one EIS. Since these projects have independent utility, the Corps will process each permit application for a separate Department of the Army permit. We ask that you send two copies of documents so that a copy could be placed in each permit application’s respective administrative record.

After an application is received from you, the Corps would likely process it as an Individual Permit under Section 10 of the Rivers and Harbors Act of 1899. If either action would result in a discharge of dredged or fill material within the mean higher high water line, the action would also be processed under Section 404 of the Clean Water Act. We will incorporate certain parts of the EIS by reference in our application review process.

As a cooperating agency, the Corps would support the Navy by:

- a. Attending public scoping meetings.

- 2 -

- b. Providing timely comments during the scoping period and timely review and comments on working drafts of the Environmental Impact Statement documents.
- c. Assisting the Navy in determining appropriate avoidance, minimization, and/or mitigation measures to incorporate into the proposed action.
- d. Responding to Navy requests for information in a timely manner.
- e. Participating, as necessary, in meetings hosted by the Navy to discuss issues related to waters of the U.S.
- f. Adhering to the overall schedule set by the Navy.

A copy of this letter will be furnished to Mr. Gregory Leicht, Naval Base Kitsap, 7001 Finback Circle, Room E-300, Silverdale, Washington 98315 and Mr. Thomas Dildine, Naval Facilities Engineering Command Northwest, 1101 Tautog Circle, Silverdale, Washington 98315. Ms. Karen Urelius, Project Manager, will be the Corps' point of contact for this project. You can reach her at (206) 764-3482, or via email at karen.m.urelius@usace.army.mil.

Sincerely,



*BA* Bruce A. Estok  
Colonel, Corps of Engineers  
District Engineer

## **Tribes and Cultural Resources**

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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00647  
17 Aug 11

Allyson Brooks, PhD  
State Historic Preservation Officer  
Department of Archaeology and Historic Preservation  
P.O. Box 48343  
Olympia, WA 98504-8343

Dear Dr. Brooks:

SUBJECT: REQUEST FOR CONCURRENCE WITH AREA OF POTENTIAL EFFECT  
AND A DETERMINATION OF NO HISTORIC PROPERTIES AFFECTED  
BY GEOTECHNICAL INVESTIGATIONS FOR THE LAND-WATER  
INTERFACE PROJECT AT NAVAL BASE KITSAP BANGOR

The U.S. Navy proposes to perform geotechnical testing at two locations on the shoreline of Naval Base Kitsap Bangor, Kitsap County, Washington (Enclosure 1). The purpose of the study is to provide data for design of a Land-Water Interface between existing waterborne security barriers and the Waterfront Enclave fence (DAHP Log. No. 051209-25-USN). The Navy will initiate separate consultation on the Land-Water Interface project, but the proposed geotechnical testing is required to provide information to support the project design. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), and its implementing regulation, 36 CFR 800, the Navy is submitting a determination of effects to historic properties from this proposed undertaking.

The Navy proposes to conduct geotechnical testing with eight bore holes at two locations (three at the northern area and five at the southern) (Enclosures 2 and 3). The testing will be conducted from a barge and two steel spuds will be deployed to fix the barge's position at each designated boring location. Sediment samples will be collected by a mud-rotary drill attached to a track mounted drill rig. A 6-inch casing will be placed using an impact hammer to a depth of 2 to 5 feet into the sediment, to prevent turbidity from entering surface waters during drilling activities. Once the casing is in place, a 5-inch rotary tricone drill bit will be used to drill within the confines of the casing.

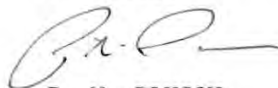
SUBJECT: REQUEST FOR CONCURRENCE WITH AREA OF POTENTIAL EFFECT  
AND A DETERMINATION OF NO HISTORIC PROPERTIES AFFECTED  
BY GEOTECHNICAL INVESTIGATIONS FOR THE LAND-WATER  
INTERFACE PROJECT AT NAVAL BASE KITSAP BANGOR

The area of potential effect (APE) for this proposed undertaking comprises the drill sites for the eight 6-inch diameter casings and 5-inch bore holes and the surface disturbance caused the placement of the steel spuds. The bore holes will extend approximately 60 feet below the mudline.

There are no recorded submerged historic properties, downed aircraft, shipwrecks, traditional fishing features or other structures in the offshore area. There are, however, three prehistoric shell middens located along the waterfront at Naval Base Kitsap at Bangor (45KP106, the Floral Point Shell Midden, 45KP107, the Amberjack Road Shell Midden, and 45KP108, the Carlson Spit Shell Midden) but these are well removed from the APE. Owing to the small volume of disturbance a low probability for the presence of intact archaeological deposits or features in the APE, the Navy has determined a historic inventory survey is not warranted.

The Navy requests your concurrence on our determination of the APE and *No Historic Properties Affected* from the geotechnical study for the Land-Water Interface project. If you require further information or have any questions, please contact Bill Kalina at (360) 396-5353 or [william.kalina@navy.mil](mailto:william.kalina@navy.mil).

Sincerely,



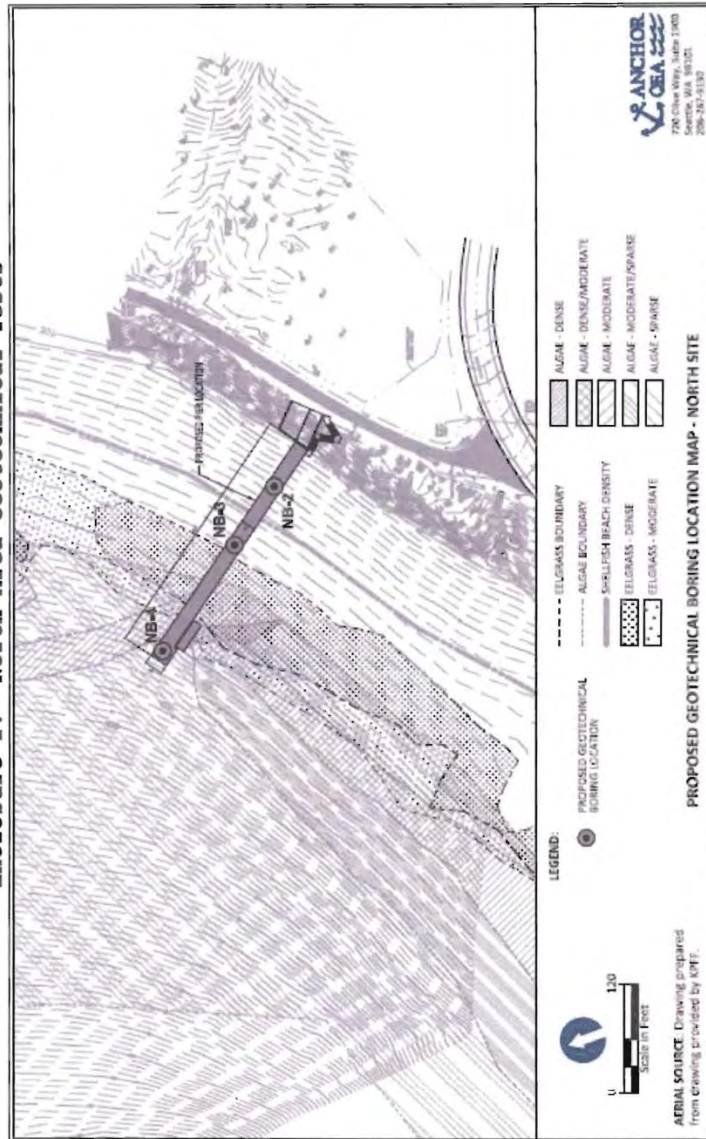
P. M. DAWSON  
Captain, U.S. Navy  
Commanding Officer

Enclosures: 1. Project Location  
2. North Area Geotechnical Tests  
3. Southern Area Geotechnical Tests

Enclosure 1. Project Location Map

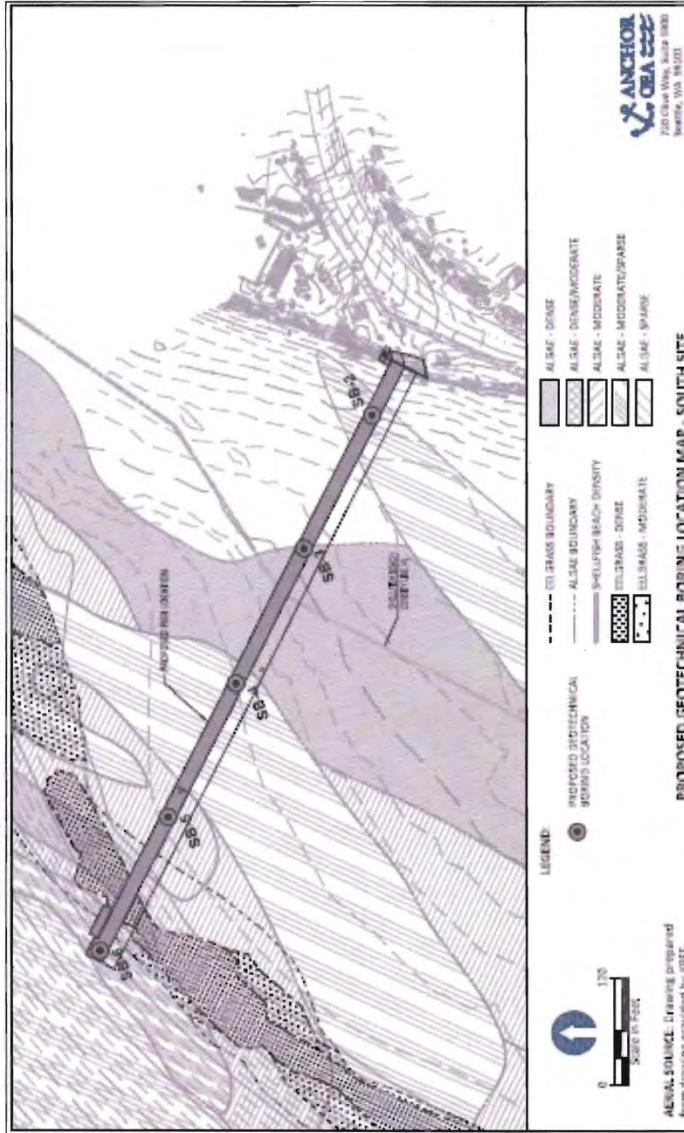


Enclosure 2. North Area Geotechnical Tests





Enclosure 3. Southern Area Geotechnical Tests



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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00118  
30 Jan 13

Jamestown S'Klallam Tribe  
The Honorable W. Ron Allen  
1033 Old Blyn Hwy  
Sequim, WA 98382

Dear Chairman Allen:

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

During August 2012 in government-to-government consultations the Navy briefed you on two proposed projects, the Land Water Interface and the Service Pier Extension. The Navy's planning for these projects has progressed and the Navy is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts from the Navy's proposed construction and operation of new security structures, relocation of submarines and extension of an existing pier on the Naval Base (NAVBASE) Kitsap Bangor waterfront.

Pursuant to the Navy's policy for American Indian/Alaska Native tribal government-to-government consultation, I would like to extend the opportunity for you to review the proposed actions and to evaluate whether you believe there would be a potential to significantly affect tribal treaty harvest rights or cultural resources as a result of the implementation of the proposed actions.

The Navy proposes two projects on the NAVBASE Kitsap Bangor waterfront. The purpose of the proposed actions is to: 1) comply with Department of Defense directives to protect OHIO Class ballistic missile submarines from increased and evolving threats and to prevent the seizure, damage or destruction of military assets and 2) eliminate deployment constraints and improve maintenance of the SEAWOLF Class submarines.

The proposed actions include: 1) a Land-Water Interface and Port Security Barrier modifications and 2) a Service Pier Extension. The Land-Water Interface and Service Pier Extension are not connected projects, but are related due to their

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

proximity, anticipated timing of construction and potential to affect similar environmental resources. The Navy will therefore analyze these separate actions in the Land-Water Interface and Service Pier Extension on NAVBASE Kitsap Bangor EIS.

The Navy proposes the following actions:

Land-Water Interface:

- Construct two pile-supported piers or modify/lengthen the existing Port Security Barriers across the intertidal zone to enclose the Waterfront Restricted Area on NAVBASE Kitsap Bangor

Service Pier Extension:

- Relocate two SEAWOLF Class submarines from NAVBASE Kitsap Bremerton to NAVBASE Kitsap Bangor
- Extend the existing Bangor waterfront Service Pier
- Construct associated facilities and a parking lot

The proposed Land-Water Interface and Port Security Barriers are needed to enhance security within the Waterfront Restricted Area on NAVBASE Kitsap Bangor. Construction of the proposed Service Pier Extension and support facilities is needed to remove restrictions on navigating SEAWOLF Class submarines through Rich Passage under certain tidal conditions; improve long-term operational effectiveness for the proposed three SEAWOLF Class submarines at NAVASE Kitsap Bangor; provide berthing and logistical support at the Navy's submarine research, development, test and evaluation hub, located on NAVBASE Kitsap Bangor; and improve submarine crew training and readiness through co-location of SEAWOLF Class submarines and crew with command functions at the NAVBASE Kitsap Bangor submarine training center.

The EIS will include an analysis of potential impacts on a range of environmental resources including, but not limited to: water quality and littoral drift, marine vegetation and invertebrates, fish, marine mammals, marine birds, terrestrial biological resources, geology, soils and water resources, land use and recreation, acoustic environment, aesthetics and visual quality, socioeconomics, environmental justice and protection of children, cultural resources, American Indian traditional resources, traffic, air quality and public safety. Your input

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

in identifying specific issues and concerns that should be assessed in these areas, and any additional areas, is important to the process.

The Navy is holding two open house information sessions to support an early and open public process for determining the scope of concerns to be addressed and identifying potentially significant concerns related to the proposed actions. You may arrive at any time from 5 p.m. to 8 p.m. during each open house information session. There will not be a presentation or formal oral comment period; however, a digital voice recorder will be available for oral comments. Navy representatives will be available to discuss the projects and answer questions. You will also have an opportunity to submit comments on environmental concerns and potential alternatives to be addressed in the Draft EIS. Your input will be used to help identify potentially significant concerns to be analyzed.

The open house information sessions will be held from 5 p.m. to 8 p.m. at the following locations:

**Date:** Wednesday, Feb. 20, 2013  
**Location:** Chimacum High School Commons  
91 W. Valley Road  
Chimacum, WA 98325

**Date:** Thursday, Feb. 21, 2013  
**Location:** North Kitsap High School Commons  
1780 NE Hostmark St.  
Poulsbo, WA 98370

Regardless of whether you are able to participate in an open house information session, you may send written comments to the following address:

Naval Facilities Engineering Command Northwest  
Attention: LWI/SPE EIS Team  
1101 Tautog Circle, Suite 203  
Silverdale, WA 98315-1101

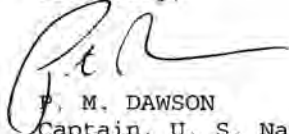
SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

You may also submit comments online at [www.nbkeis.com/lwi](http://www.nbkeis.com/lwi).  
All comments must be received by **Sunday, March 17, 2013**, to be  
considered in the development of the Draft EIS.

For more information about the EIS, please visit the project  
website at [www.nbkeis.com/lwi](http://www.nbkeis.com/lwi).

While the Navy has already briefed you on the proposed  
projects, we are interested in discussing these projects with  
you further as details of the projects emerge. I am aware of the  
significant value of natural and cultural resources of your  
Tribe within the EIS Study Area, and I look forward to  
discussing your questions and concerns about the proposed  
projects. I am available to meet with you at your convenience.  
Please feel free to contact me directly at (360) 627-4000 or  
[peter.m.dawson@navy.mil](mailto:peter.m.dawson@navy.mil), or contact my Environmental Director,  
Mr. Greg Leicht, at 360-315-5411 or [gregory.leicht@navy.mil](mailto:gregory.leicht@navy.mil).

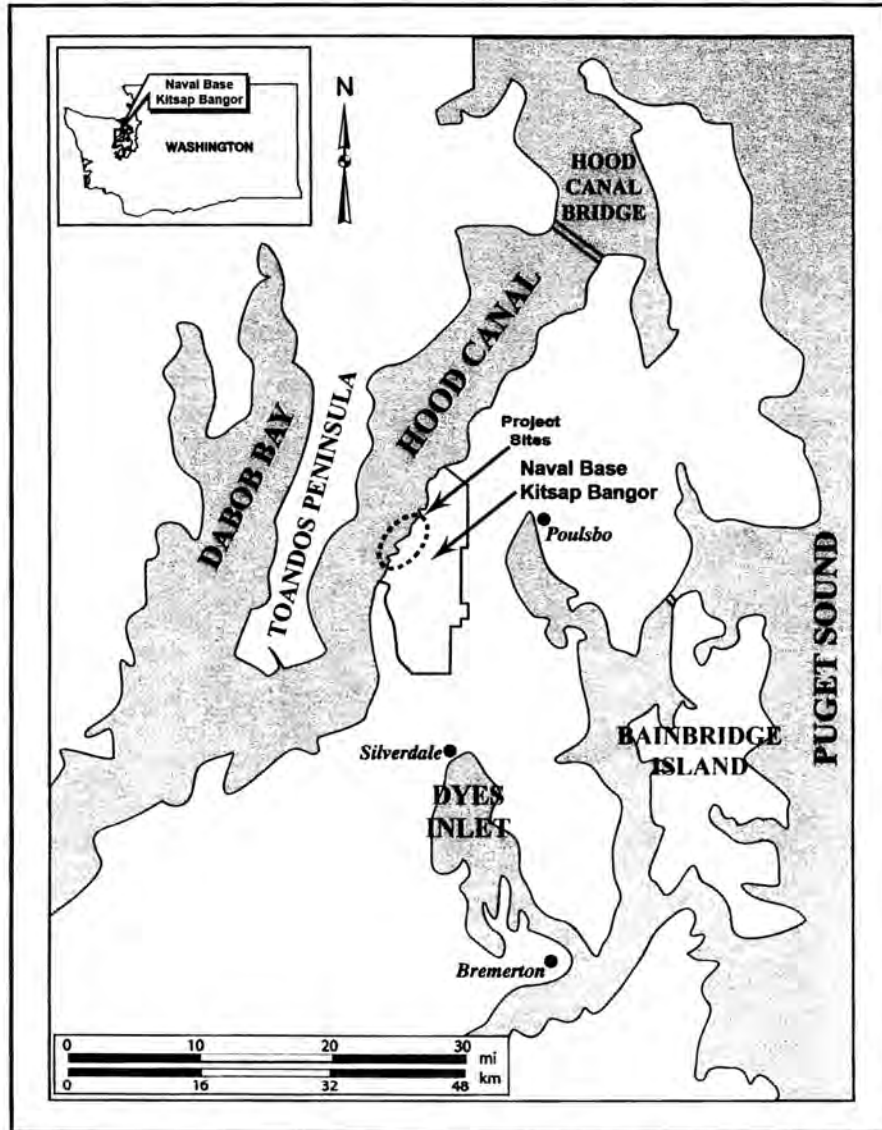
Sincerely,



P. M. DAWSON  
Captain, U. S. Navy  
Commanding Officer

Enclosure: 1. Site location map for Naval Base Kitsap Bangor

Enclosure 1: Site location map for Naval Base Kitsap Bangor



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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00119  
30 Jan 13

The Lower Elwha Klallam Tribe  
The Honorable Frances Charles  
2851 Lower Elwha Road  
Port Angeles WA 98362

Dear Chairwoman Charles:

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

During August 2012 in government-to-government consultations the Navy briefed you on two proposed projects, the Land Water Interface and the Service Pier Extension. The Navy's planning for these projects has progressed and the Navy is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts from the Navy's proposed construction and operation of new security structures, relocation of submarines and extension of an existing pier on the Naval Base (NAVBASE) Kitsap Bangor waterfront.

Pursuant to the Navy's policy for American Indian/Alaska Native tribal government-to-government consultation, I would like to extend the opportunity for you to review the proposed actions and to evaluate whether you believe there would be a potential to significantly affect tribal treaty harvest rights or cultural resources as a result of the implementation of the proposed actions.

The Navy proposes two projects on the NAVBASE Kitsap Bangor waterfront. The purpose of the proposed actions is to: 1) comply with Department of Defense directives to protect OHIO Class ballistic missile submarines from increased and evolving threats and to prevent the seizure, damage or destruction of military assets and 2) eliminate deployment constraints and improve maintenance of the SEAWOLF Class submarines.

The proposed actions include: 1) a Land-Water Interface and Port Security Barrier modifications and 2) a Service Pier Extension. The Land-Water Interface and Service Pier Extension are not connected projects, but are related due to their

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

proximity, anticipated timing of construction and potential to affect similar environmental resources. The Navy will therefore analyze these separate actions in the Land-Water Interface and Service Pier Extension on NAVBASE Kitsap Bangor EIS.

The Navy proposes the following actions:

Land-Water Interface:

- Construct two pile-supported piers or modify/lengthen the existing Port Security Barriers across the intertidal zone to enclose the Waterfront Restricted Area on NAVBASE Kitsap Bangor

Service Pier Extension:

- Relocate two SEAWOLF Class submarines from NAVBASE Kitsap Bremerton to NAVBASE Kitsap Bangor
- Extend the existing Bangor waterfront Service Pier
- Construct associated facilities and a parking lot

The proposed Land-Water Interface and Port Security Barriers are needed to enhance security within the Waterfront Restricted Area on NAVBASE Kitsap Bangor. Construction of the proposed Service Pier Extension and support facilities is needed to remove restrictions on navigating SEAWOLF Class submarines through Rich Passage under certain tidal conditions; improve long-term operational effectiveness for the proposed three SEAWOLF Class submarines at NAVASE Kitsap Bangor; provide berthing and logistical support at the Navy's submarine research, development, test and evaluation hub, located on NAVBASE Kitsap Bangor; and improve submarine crew training and readiness through co-location of SEAWOLF Class submarines and crew with command functions at the NAVBASE Kitsap Bangor submarine training center.

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SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

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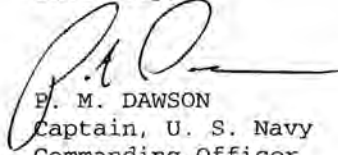
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Please feel free to contact me directly at (360) 627-4000 or  
[peter.m.dawson@navy.mil](mailto:peter.m.dawson@navy.mil), or contact my Environmental Director,  
Mr. Greg Leicht, at 360-315-5411 or [gregory.leicht@navy.mil](mailto:gregory.leicht@navy.mil).

Sincerely,



P. M. DAWSON  
Captain, U. S. Navy  
Commanding Officer

Enclosure: 1. Site location map for Naval Base Kitsap Bangor



DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00117  
30 Jan 13

The Honorable Jeremy Sullivan  
Chairman, Port Gamble S'Klallam Tribe  
31912 Little Boston Road NE  
Kingston, WA 98346

Dear Chairman Sullivan:

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

During August 2012 in government-to-government consultations the Navy briefed you on two proposed projects, the Land Water Interface and the Service Pier Extension. The Navy's planning for these projects has progressed and the Navy is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts from the Navy's proposed construction and operation of new security structures, relocation of submarines and extension of an existing pier on the Naval Base (NAVBASE) Kitsap Bangor waterfront.

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The Navy proposes two projects on the NAVBASE Kitsap Bangor waterfront. The purpose of the proposed actions is to: 1) comply with Department of Defense directives to protect OHIO Class ballistic missile submarines from increased and evolving threats and to prevent the seizure, damage or destruction of military assets and 2) eliminate deployment constraints and improve maintenance of the SEAWOLF Class submarines.

The proposed actions include: 1) a Land-Water Interface and Port Security Barrier modifications and 2) a Service Pier Extension. The Land-Water Interface and Service Pier Extension are not connected projects, but are related due to their

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
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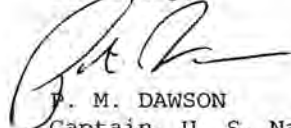
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Sincerely,



P. M. DAWSON  
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Enclosure: 1. Site location map for Naval Base Kitsap Bangor





DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00120  
30 Jan 13

The Skokomish Tribe  
The Honorable Guy Miller  
North 80 Tribal Center Road  
Skokomish WA 98584

Dear Chairman Miller:

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

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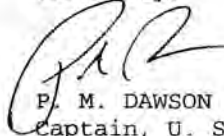
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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00116  
30 Jan 13

The Honorable Leonard Forsman  
The Suquamish Tribe  
PO Box 498  
Suquamish, WA 98392

Dear Chairman Forsman:

SUBJECT: LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON  
NAVAL BASE KITSAP BANGOR, ENVIRONMENTAL IMPACT  
STATEMENT

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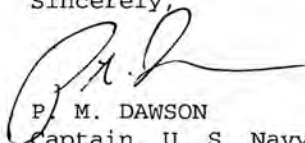
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P. M. DAWSON  
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Enclosure: 1. Site location map for Naval Base Kitsap Bangor





DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00115  
24 Jan 14

Allyson Brooks, PhD  
State Historic Preservation Officer  
Department of Archaeology and Historic Preservation  
P.O. Box 48343  
Olympia, WA 98504-8343

Dear Dr. Brooks:

SUBJECT: REQUEST FOR CONCURRENCE WITH THE AREA OF POTENTIAL  
EFFECT FOR THE LAND-WATER INTERFACE PROJECT AT NAVAL  
BASE KITSAP BANGOR

The U.S. Navy proposes to construct the Land-Water Interface Project (Undertaking) between existing waterborne security barriers and the Waterfront Enclave fence (DAHP Log. No. 051209-25-USN) at Naval Base (NAVBASE) Kitsap Bangor, Kitsap County, Washington (Enclosure 1). The Navy received concurrence on the Area of Potential Effect (APE) and Determination of No Historic Properties Affected for geotechnical testing associated with this Undertaking in August 2011 (DAHP Log No.:082311-09-USN). In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), and its implementing regulation, 36 CFR 800, and the consultation of August 2011, the Navy is submitting a definition of APE for the proposed Undertaking.

The purpose of this proposed Undertaking is to secure the perimeter of the Waterfront Restricted Area (WRA) at NAVBASE Kitsap Bangor by extending an existing floating Port Security Barrier (PSB) system to the shoreline at the northern and southern extent of the WRA, thereby securing the entire perimeter of the WRA. Specifically, the Undertaking would modify the existing PSB system to extend across the intertidal zone to attach to concrete abutments at the shoreline at the north and south ends of the existing Waterfront Enclave fence.

The area of potential effect (APE) for this proposed Undertaking comprises two parts: (1) submerged, intertidal, and upland footprint of the proposed undertaking (areas in red, Enclosures 2 and 3) and (2) the view shed (areas in cross-hatch, Enclosures 2 and 3) within which visual changes associated with

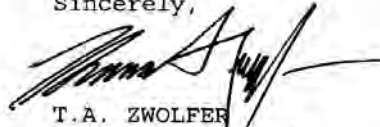
SUBJECT: REQUEST FOR CONCURRENCE WITH THE AREA OF POTENTIAL  
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BASE KITSAP BANGOR

the undertaking may affect historic properties such as historic buildings and structures and properties of traditional religious and cultural importance to affected tribes.

The Navy is currently consulting with the five affected tribes with interests along the NAVBASE Kitsap Bangor shoreline. The Navy's definition of the APE is being provided to the Skokomish, Port Gamble S'Klallam, Jamestown S'Klallam, Lower Elwha Klallam and Suquamish Tribes for their review and comment.

The Navy requests your concurrence on our determination of the APE for the proposed Undertaking (construction of the Land-Water Interface project). If you require further information or have any questions, please contact David Grant at (360) 396-0919 or dave.m.grant@navy.mil.

Sincerely,



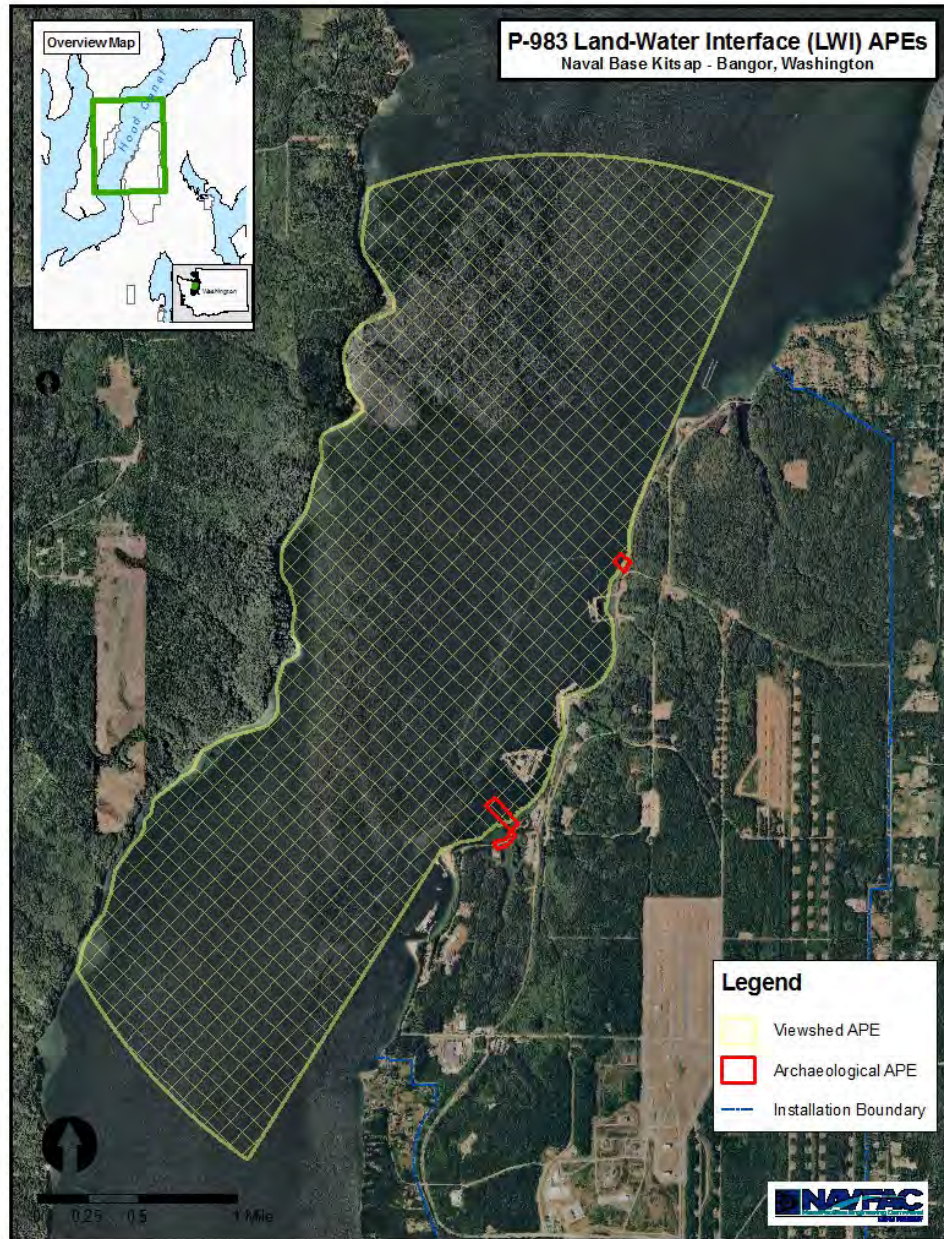
T.A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosures:    1. Project Location Map  
                  2. Proposed APE on Aerial Imagery  
                  3. Proposed APE on USGS Topographic Map

Enclosure 1. Project Location Map



Enclosure 2. Proposed APE on Aerial Imagery





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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98514-5020

5090  
Ser PRB4/00114  
24 Jan 14

The Skokomish Tribe  
The Honorable Guy Miller  
North 80 Tribal Center Road  
Skokomish WA 98584

Dear Chairman Miller:

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The U.S. Navy proposes to construct the Land-Water Interface Project between existing waterborne security barriers and the Waterfront Enclave fence at Naval Base (NAVBASE) Kitsap Bangor, Kitsap County, Washington (Enclosure 1). In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), and its implementing regulation, 36 CFR 800, the Navy is proposing an Area of Potential Effect for the proposed project for your review and consideration.

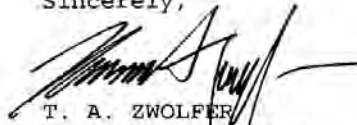
The purpose of this proposed Undertaking is to secure the perimeter of the Waterfront Restricted Area (WRA) at NAVBASE Kitsap Bangor by extending an existing floating Port Security Barrier (PSB) system to the shoreline at the northern and southern extent of the WRA, thereby securing the entire perimeter of the WRA. Specifically, the Undertaking would modify the existing PSB system to extend across the intertidal zone to attach to concrete abutments at the shoreline at the north and south ends of the existing Waterfront Enclave fence.

The area of potential effect (APE) for this proposed Undertaking comprises two parts. First, the submerged, intertidal, and upland footprint of the proposed (areas in red, Enclosures 2 and 3) and, second, the view shed (areas in cross-hatch, Enclosures 2 and 3) within which visual changes associated with the undertaking may affect historic properties such as historic buildings and structures and properties of traditional religious and cultural importance to your tribe.

SUBJECT: REQUEST FOR CONCURRENCE WITH THE AREA OF POTENTIAL  
EFFECT FOR THE LAND-WATER INTERFACE PROJECT AT NAVAL  
BASE KITSAP BANGOR

The Navy requests your concurrence on our definition of the  
APE for the proposed construction of the Land-Water Interface  
project. If you require further information or have any  
questions, please contact David Grant at (360) 396-0919 or  
dave.m.grant@navy.mil.

Sincerely,



T. A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosures:    1. Project Location Map  
                  2. Proposed APE on Aerial Imagery  
                  3. Proposed APE on USGS Topographic Map

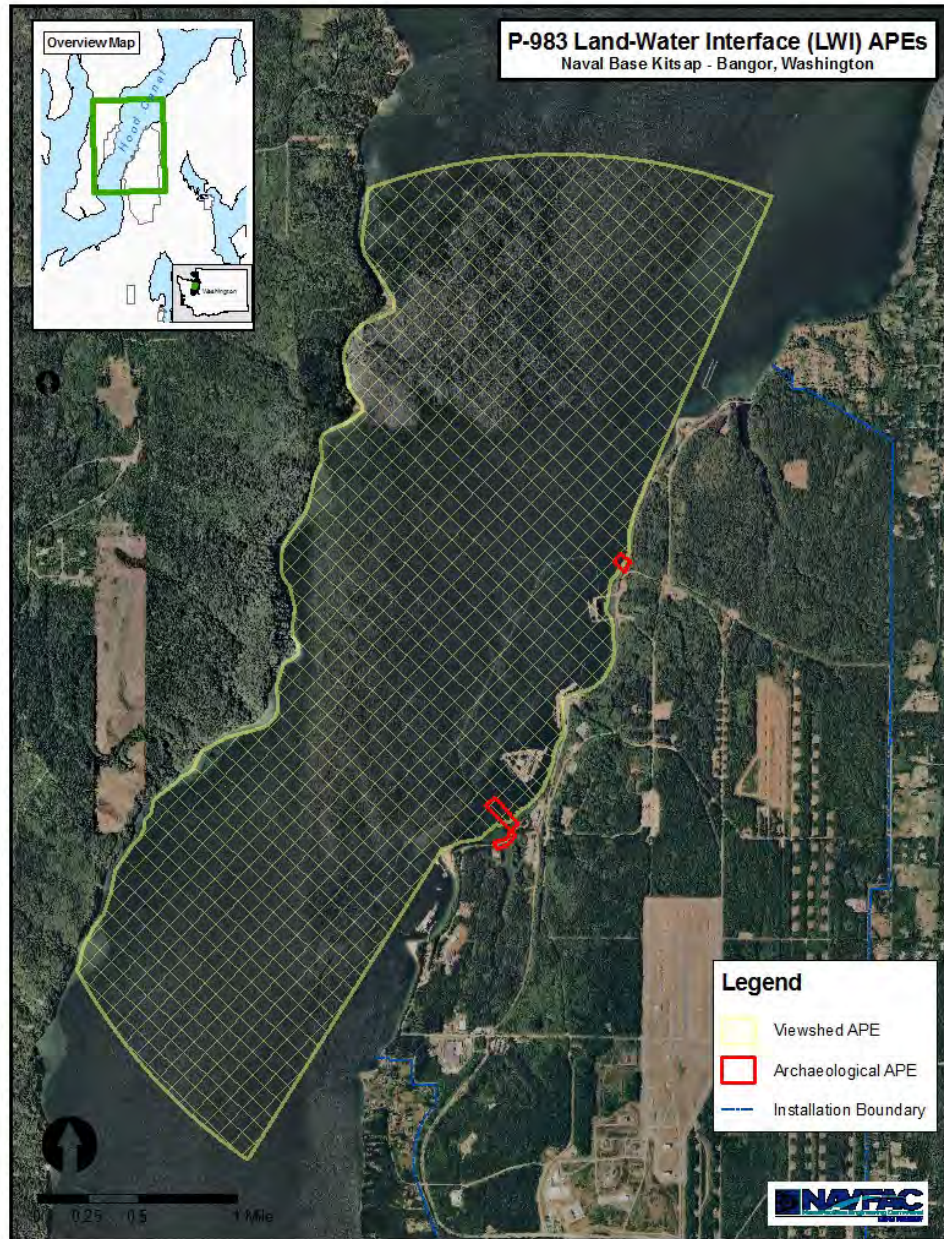


Enclosure 1. Project Location Map



Land-Water Interface Project Location

Enclosure 2. Proposed APE on Aerial Imagery





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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00110  
24 Jan 14

The Honorable Leonard Forsman  
The Suquamish Tribe  
PO Box 498  
Suquamish, WA 98392

Dear Chairman Forsman:

SUBJECT: REQUEST FOR CONCURRENCE WITH THE AREA OF POTENTIAL  
EFFECT FOR THE LAND-WATER INTERFACE PROJECT AT NAVAL  
BASE KITSAP BANGOR

The U.S. Navy proposes to construct the Land-Water Interface Project between existing waterborne security barriers and the Waterfront Enclave fence at Naval Base (NAVBASE) Kitsap Bangor, Kitsap County, Washington (Enclosure 1). In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), and its implementing regulation, 36 CFR 800, the Navy is proposing an Area of Potential Effect for the proposed project for your review and consideration.

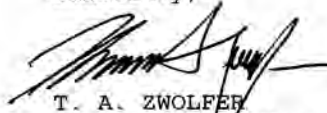
The purpose of this proposed Undertaking is to secure the perimeter of the Waterfront Restricted Area (WRA) at NAVBASE Kitsap Bangor by extending an existing floating Port Security Barrier (PSB) system to the shoreline at the northern and southern extent of the WRA, thereby securing the entire perimeter of the WRA. Specifically, the Undertaking would modify the existing PSB system to extend across the intertidal zone to attach to concrete abutments at the shoreline at the north and south ends of the existing Waterfront Enclave fence.

The area of potential effect (APE) for this proposed Undertaking comprises two parts. First, the submerged, intertidal, and upland footprint of the proposed (areas in red, Enclosures 2 and 3) and, second, the view shed (areas in cross-hatch, Enclosures 2 and 3) within which visual changes associated with the undertaking may affect historic properties such as historic buildings and structures and properties of traditional religious and cultural importance to your tribe.

SUBJECT: REQUEST FOR CONCURRENCE WITH THE AREA OF POTENTIAL EFFECT FOR THE LAND-WATER INTERFACE PROJECT AT NAVAL BASE KITSAP BANGOR

The Navy requests your concurrence on our definition of the APE for the proposed construction of the Land-Water Interface project. If you require further information or have any questions, please contact David Grant at (360) 396-0919 or [dave.m.grant@navy.mil](mailto:dave.m.grant@navy.mil).

Sincerely,



T. A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

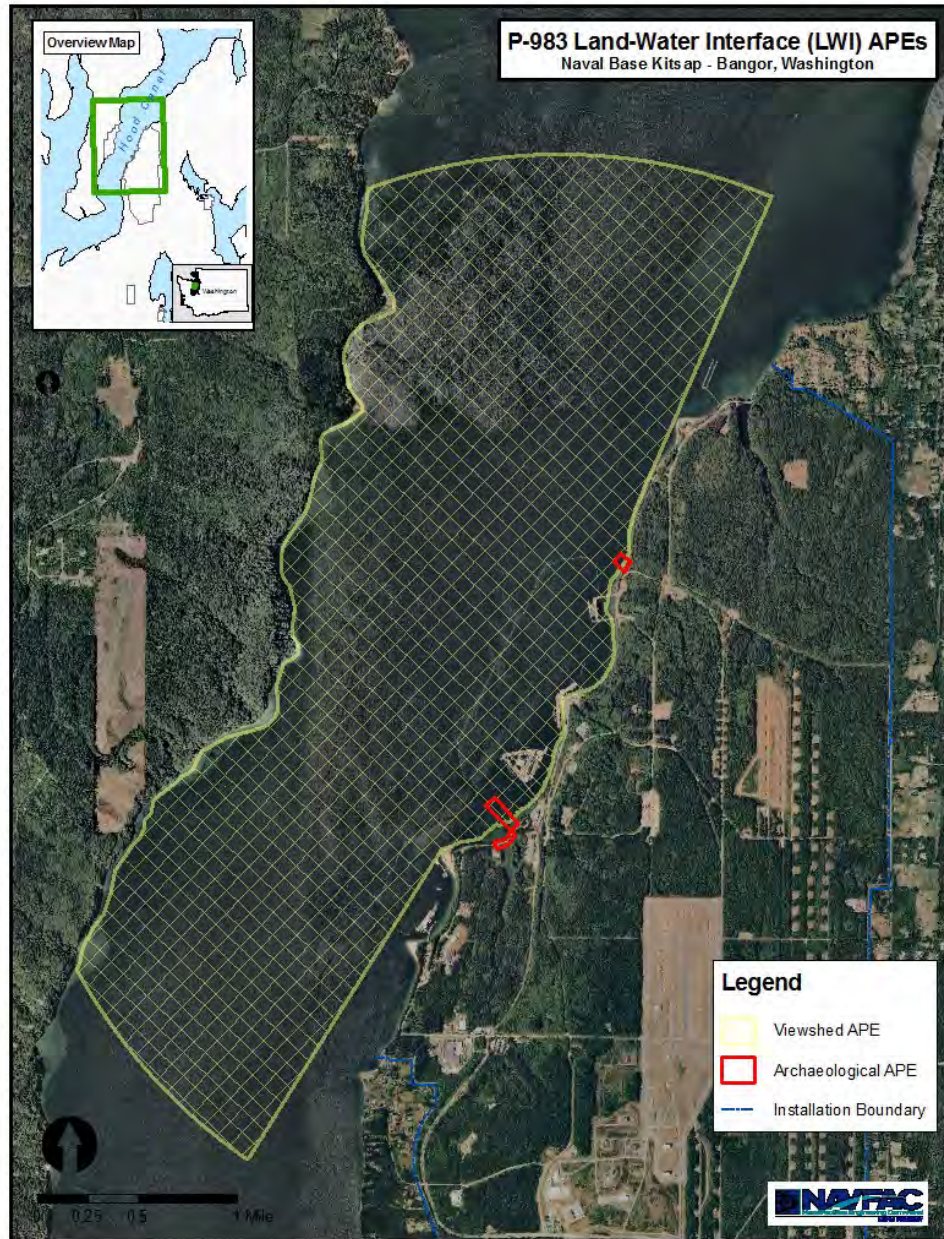
- Enclosures:
1. Project Location Map
  2. Proposed APE on Aerial Imagery
  3. Proposed APE on USGS Topographic Map

Enclosure 1. Project Location Map



Land-Water Interface Project Location

Enclosure 2. Proposed APE on Aerial Imagery







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Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

January 13, 2014

Captain T.A. Zwolfer  
Naval Base Kitsap  
Department of the Navy  
120 South Dewey Street  
Bremerton, Washington 98314

RE: Land-Water Interface Project  
Log No. 012814-11-USN

Dear Commander Zwolfer;

Thank you for contacting our department. We have reviewed the materials you provided for the proposed Land-Water Interface Project at Naval Base Kitsap Bangor, Kitsap County, Washington.

We concur with your determination of the Area of Potential Effect (APE) as described and presented in your figures and text.

We look forward to the results of your professional cultural resources review, your consultations with concerned tribes, and Determination of Effect.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4).

These comments are based on the information available at the time of this review and on the behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Thank you for the opportunity to comment and a copy of these comments should be included in subsequent environmental documents.

Sincerely,

Robert G. Whitlam, Ph.D.  
State Archaeologist  
(360) 586-3080  
email: [rob.whitlam@dahp.wa.gov](mailto:rob.whitlam@dahp.wa.gov)

State of Washington • Department of Archaeology & Historic Preservation  
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065  
[www.dahp.wa.gov](http://www.dahp.wa.gov)



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July 30, 2015

Cmdr. Anthony Pecoraro, Executive Officer  
Dept. of the Navy  
Naval Base Kitsap  
120 South Dewey St.  
Bremerton, WA 98314-5020

RE: Request for concurrence with a determination of eligibility and finding of effect for land-water interface project at Naval Base Kitsap Bangor

The Jamestown S'Klallam Tribe concurs with the determination and finding referenced above. However, should project implementation reveal new information or results, please notify us.

Thank you for the opportunity to review this project. If you need any additional information, please contact me at 360-681-4669 or [ljenkins@jamestowntribe.org](mailto:ljenkins@jamestowntribe.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Leanne Jenkins".

Leanne Jenkins  
Planning Director

cc: W. Ron Allen, Tribal Chairman/CEO  
[Amanda.j.bennett@navy.mil](mailto:Amanda.j.bennett@navy.mil)

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Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

July 30, 2015

Capt. T.A. Zwolfer  
Commanding Officer  
U.S. Navy, Naval Base Kitsap Bremerton  
120 South Dewey St  
Bremerton, WA 98134-5020

In future correspondence please refer to:  
Log: 012814-11-USN  
Property: Land-Water Interface Project  
Re: No Historic Properties Affected

Dear Capt. Zwolfer:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The above referenced project has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

We concur that no historic properties will be affected by the current project as proposed. If additional information on the project becomes available, or if any archaeological resources are uncovered during construction, please halt work in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. Should you have any questions, please contact me.

Sincerely,

Russell Holter  
Project Compliance Reviewer  
(360) 586-3533  
russell.holter@dahp.wa.gov

State of Washington • Department of Archaeology & Historic Preservation  
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065  
www.dahp.wa.gov



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## DEPARTMENT OF THE NAVY

NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-50205000  
Ser PRB4/ 01829  
11 Sep 15

Allyson Brooks, PhD  
State Historic Preservation Officer  
Washington Department of Archaeology and Historic Preservation  
1063 South Capital Way Ste 106  
PO Box 48343  
Olympia, WA 98504-8343

Dear Dr. Brooks:

SUBJECT: DAHP LOG # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE  
SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR,  
SILVERDALE, WA

In accordance with Section 106 of the National Historic Preservation Act, the Navy would like to continue consultation regarding the proposed undertaking to make a variety of improvements to the southern end of the Bangor waterfront including an extension to the Service Pier, new waterfront support facility building, new parking lot and associated utilities (Enclosure 1). The area of potential effects (APE) for this undertaking was previously defined with State Historic Preservation Officer's (SHPO) concurrence (DAHP Log # 081215-09-USN\_081215).

The proposed project is to eliminate deployment constraints and improve maintenance of the SEAWOLF Class (SSN) submarine fleet by transferring two of the SSNs from NAVBASE Kitsap Bremerton to NAVBASE Kitsap Bangor. The Undertaking would extend the existing Service Pier by 540 feet and extend the existing Port Security Barrier system to attach to the end of the pier extension. The upland portion of the project includes the construction of facilities to support the two additional SSNs; a new maintenance support facility, compressor building, utility upgrades that include an emergency power generator, and a 421-space parking lot. The new Maintenance Support Facility would be built at the site of an existing parking lot. The new 6-acre parking lot and utility pad would be constructed within a forested area, and road/entry improvements would be constructed in the vicinity (Enclosure 2). A new electrical duct bank would be installed within the road prism of Sealion Road and Sturgeon Street between two substations replacing an overhead feed, providing redundancy, increased capacity and reliability.

The Navy located 15 buildings/structures, 4 archeological sites, 10 isolate tree stumps, and 1 orchard within the APE that may be directly or indirectly affected by the proposed project (Enclosures 3-5). The Navy has determined there are no buildings/structures or archeological sites that will be directly or indirectly affected by the portion of the project within the linear APE south and west of the Service Pier, support facilities and parking lot. The proposed duct bank within the linear APE will be located below grade in the already disturbed existing road prism. Three cultural resources review reports inform this consultation. The Navy is providing three enclosed reports for your review. The fourth, *Archaeological Survey at Naval Base Kitsap*

SUBJECT: DAHP LOG # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

Bangor, Kitsap County, Washington, which is not specific to this project but covers portions of the APE, was recently provided to your office.

The report titled *Cultural Resource Investigation in Support of Environmental Requirements for Subeyron Five Homeporting Pier Extension and Waterfront Support Facility* was prepared by CardoTEC in 2013 to support the Section 106 consultation for the proposed project (Enclosure 7). It covers archeological and architectural resources within the original APE. However, the project APE has been expanded since this report was completed as a result of changes to project scope and consideration of potentially affected resources. As such, not all archeological and architectural resources within the current APE are covered in this report. All building, structures and archeological isolates covered in this report were recommended Not Eligible for the NRHP. The buildings surveyed within the current APE were less than 50 years of age and lack exceptional importance under Criteria Consideration G. The landscape features primarily lack integrity of setting, feeling and association with the early homesteading and logging activities. The following tables list the resources within the APE that were surveyed and evaluated for eligibility as part of the *Cultural Resource Investigation*. Historic Property Inventories (HPIs) were input into the Washington Information System for Architectural and Archaeological Records Data (WISAARD) for all of the buildings and structures.

BUILDINGS & STRUCTURES				
FACILITY NO.	FACILITY NAME	BUILD DATE	ELIGIBILITY	CORRESPONDING REPORT
7041	SEWAGE PUMP/LIFT STATION	1981	Recommended Not Eligible	CR Investigation
7043/7102	SERV CRAFT UTILITY BLDG	1981	Recommended Not Eligible	CR Investigation
7050	SEWAGE PUMP/LIFT STATION	1981	Recommended Not Eligible	CR Investigation
7055	BUS SHELTER	1980	Recommended Not Eligible	CR Investigation
7065	VOLTAGE REGULATOR/SERV. PIER	1981	Recommended Not Eligible	CR Investigation
7076	GUARD SHELTER, SERV PIER	1984	Recommended Not Eligible	CR Investigation
7101	SERV CRAFT OPER BLDG	1981	Not Eligible - 030911-62-USN determined on 2/16/2012	CR Investigation
7108	HAZARDOUS WASTE STORAGE	1989	Recommended Not Eligible	CR Investigation
	RETAINING WALL	unknown	Recommended Not Eligible	CR Investigation
ARCHEOLOGICAL ISOLATES				
	CULTURALLY MODIFIED TREE #1	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #2	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #3	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #4	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #5	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #6	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #7	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #8	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #9	ca. 1900	Recommended Not Eligible	CR Investigation

SUBJECT: DAHP LOG # 081215-09-USN; PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

CULTURALLY MODIFIED TREE #10	ca. 1900	Recommended Not Eligible	CR Investigation
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The Section 110 archeology report titled *Archaeological Survey at Naval Base Kitsap Bangor, Kitsap County, Washington* was prepared by Stell Environmental Enterprises, Inc. in 2013. This report covers three portions of the APE that were not covered in the *Cultural Resource Investigation*. Carlson Spit south of the Service Pier, the area east of the Service Pier and the orchard area at the corner of Sealion Road and Sturgeon Street. The survey re-evaluated a prehistoric site that was originally surveyed in 1992 (KP00108) and recommends the site continue to remain Eligible for the NRHP for being an intact shell midden with potential to yield information important in history. Three additional historic sites were found and recommended Not Eligible for the NRHP for lack of significance and integrity. The following table lists the resources within the APE that were surveyed and evaluated for eligibility as part of this survey. Archeological Site Inventory Forms were input into WISAARD for all of these resources.

ARCHEOLOGICAL SITES				
SITE NO.	SITE NAME	PREHISTORIC / HISTORIC	ELIGIBILITY	CORRESPONDING REPORT
KP00108	CARLSON SPIT SHELL MIDDEN	prehistoric	Recommended Eligible	Archaeological Survey
KP00263	HISTORIC DEBRIS SCATTER, GLASS, LEATHER SHOES, 35 X 17FT	historic	Recommended Not Eligible	Archaeological Survey
KP00266	HISTORIC DEBRIS SCATTER	historic	Recommended Not Eligible	Archaeological Survey
KP00267	HISTORIC DEBRIS SCATTER, HOMESTEAD, CONCRETE FIREPLACE BACK, 400 X 115FT	historic	Recommended Not Eligible	Archaeological Survey

The report titled *Early Settlement and Historic Context Study in Support of Environmental Requirements for Subdevron Five Homeporting Pier Extension and Waterfront Support Facility* was prepared by CardnoTEC in 2013 (Enclosure 8). This report covers the historic context of early settlement at Bangor from 1840 to 1944 and evaluates the associated property types in order to identify and assess National Register of Historic Places (NRHP) eligibility requirements and potential for early settlement properties within NBK Bangor. The report concluded that there are not any Early Settlement NRHP-eligible properties or sites located on NBK Bangor, at this time, which meet the NRHP-eligibility criteria due to a loss of integrity and a lack of significance. Because this study only inventoried property types and probability, no data was input into WISAARD.

The report titled *Orchard Evaluation Report* was prepared for the Navy by Leidos in 2014 (Enclosure 9). The report evaluates the resources within the historic orchard that the *Cultural Resource Investigation* did not cover. The survey mapped and evaluated 114 trees or clusters of seedlings and performed genetic testing on 40 tree samples that were established by area homesteaders in the late nineteenth or early twentieth centuries. The report concluded that the orchard is not significant as a representation of a historic horticultural system, style, or design and the cultivated varieties on the site were commonly available during the time it was established. The report also found that the orchard does not retain sufficient integrity to tell the

SUBJECT: DAHP LOG # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

story of the early homesteads with which it was once associated and recommended it as Not Eligible for listing in the NRHP.

Because the APE has been expanded since the *Cultural Resource Investigation*, 5 buildings and structures within the APE were not included in that initial survey. Navy Cultural Resources staff surveyed and evaluated 4 these structures for this consultation and input the data into WISAARD (Enclosure 6). All 4 are recommended to be Not Eligible for the NRHP due to a lack of significance or exceptional importance under Criteria Consideration G. HPis have been prepared for these and input into WISSARD (Enclosure 6). Building 7100, the Service Pier, was previously consulted on as part of another project and determined to be Not Eligible for the NRHP. The following table lists the resources within the APE not covered by project-specific reports that were surveyed and evaluated for eligibility.

BUILDINGS & STRUCTURES (not included in the <i>Cultural Resource Investigation</i> )				
BLDG. NO.	FACILITY NAME	BUILD DATE	ELIGIBILITY	CORRESPONDING REPORT
7042	PIER UTILITY BLDG	1981	Recommended Not Eligible	No – see Enclosure 6
7100	SERVICE PIER	1981	Not Eligible - 030911-62-USN determined on 2/16/2012	No
7103	SUBSTATION	1981	Recommended Not Eligible	No – see Enclosure 6
7105	BOAT SHED SERVICE PIER	1985	Recommended Not Eligible	No – see Enclosure 6
7130	BOAT RAMP CARLSON SPIT	1970	Recommended Not Eligible	No – see Enclosure 6

Eleven buildings and structures within the APE were constructed in 1990 or more recently. As such, those resources are not considered for eligibility for this consultation. The following table lists the buildings and structures within the APE that were not surveyed and evaluated for eligibility as a result of their young age. Some of these resources were surveyed in the *Cultural Resource Investigation*, however the HPis have been removed from WISAARD per communication with Greg Griffith.

BLDG. NO.	FACILITY NAME	BUILD DATE	ELIGIBILITY	CORRESPONDING REPORT
7107	WATCH HOUSE	1990	No Recommendation - Post Cold War	No
7109	COVERED BOAT MTCE FACILITY	1993	No Recommendation - Post Cold War	CR Investigation
7110	WELDING SHOP / INSIDE MACHINING SHOP	1997	No Recommendation - Post Cold War	CR Investigation
7112	COMPRESSOR BLDG	1995	No Recommendation - Post Cold War	No
7113	OIL WATER SEPARATOR	1996	No Recommendation - Post Cold War	CR Investigation
7114	WATERFRONT SUPPORT BLDG	2005	No Recommendation - Post Cold War	No
7120	SERVICE PIER SECURITY GATE	2009	No Recommendation - Post Cold War	No
7121	SERVICE PIER GUARD SHACK	2009	No Recommendation - Post Cold War	CR Investigation

SUBJECT: DAHP LOG # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

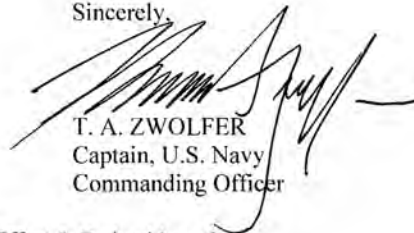
7122	SERVICE PIER SEC BARRIER (next to guard shack)	2009	No Recommendation - Post Cold War	CR Investigation
7132	NSWCCD PIER AND TRESTLE	2008	No Recommendation - Post Cold War	No
7133	NSWCCD SHIPS STORAGE	2008	No Recommendation - Post Cold War	No

The assessments included in the four contributing reports, along with additional survey and evaluation, have found that no buildings or structures within the APE are eligible for the NRHP. As such the Navy finds the proposed project will have No Effect on Historic Properties.

The one Eligible archeological site on Carlson Spit is located within the APE, but no construction will be taking place on the Spit or in close proximity to the site. The Service Pier extension will not adversely affect the viewshed of the midden. As such the Navy finds that the proposed project will have No Adverse Effect on KP00108. If any archaeological resources are uncovered during construction, project work will be halted in the area of discovery and appropriate Native American Tribes and the Department of Archaeology and Historic Preservation will be contacted for further consultation. The Navy is providing this letter and the enclosed reports to the Skokomish, Port Gamble S'Klallam, Jamestown S'Klallam, Lower Elwha Klallam and Suquamish Tribes for their review and comment.

The Navy requests your concurrence on the determinations of eligibility and findings of effect for the proposed undertaking. If you require any further information or have any questions, please contact Ms. Amanda J. Bennett at (360) 476-6613 or e-mail: amanda.j.bennett@navy.mil.

Sincerely,



T. A. ZWOLFER  
 Captain, U.S. Navy  
 Commanding Officer

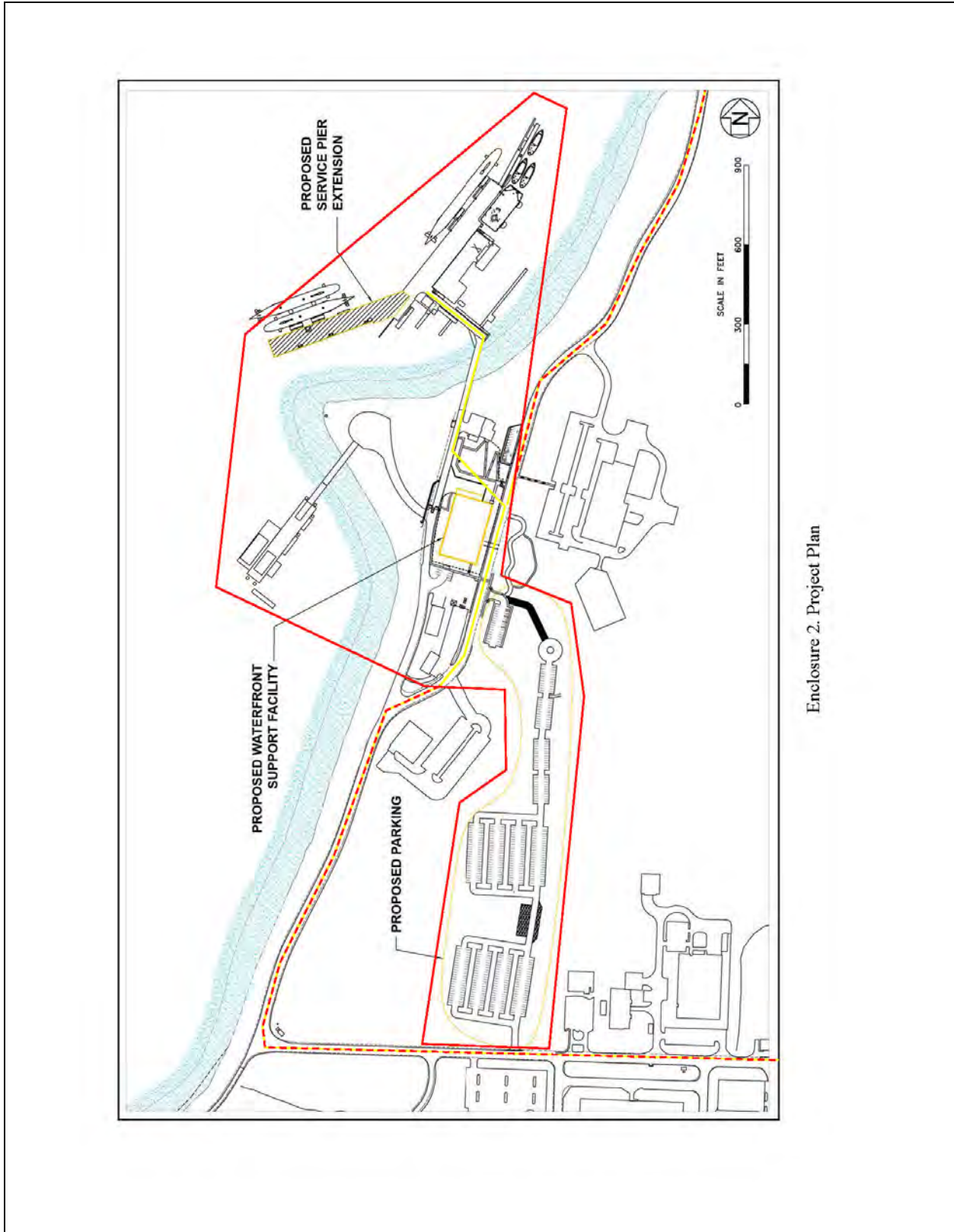
- Enclosures:
1. Project Area of Potential Effect & Orchard Location
  2. Project Plan
  3. Buildings & Structures in the northern APE
  4. Buildings & Structures in the central APE
  5. Archeological resources within the APE.
  6. Historic Property Inventory Forms (not included in *Cultural Resource Investigation*):
    - Building 7042
    - Building 7100
    - Building 7103
    - Building 7105
    - Building 7130

SUBJECT: DAHP LOG # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

7. *Cultural Resource Investigation in Support of Environmental Requirements for Subdevron Five Homeporting Pier Extension and Waterfront Support Facility*
8. *Early Settlement and Historic Context Study in Support of Environmental Requirements for Subdevron Five Homeporting Pier Extension and Waterfront Support Facility*
9. *Orchard Evaluation Report*



Enclosure 1. Project Area of Potential Effect & Orchard Location



Enclosure 2. Project Plan





Enclosure 3. Buildings & Structures in the northern APE



Enclosure 4. Buildings & Structures in the central APE



Enclosure 5. Archeological resources within the APE

Enclosure 6.  
Historic Property Inventory Forms:

- Building 7042
- Building 7100
- Building 7103
- Building 7105
- Building 7130



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

October 7, 2015

Captain T.A. Zwolfer  
Department of the Navy  
Naval Base Kitsap  
120 South Dewey Street  
Bremerton, Washington 98314-5020

Re: Improvements to Service Pier & Waterfront Project  
Log No.: 081215-09-USN

Dear Captain Zwolfer

Thank you for contacting our department. We have reviewed the professional archaeological survey report you provided for the proposed Improvements to Service Pier & Waterfront Project at Naval Base Kitsap Bangor, Kitsap County, Washington.

We concur with your Determination of No Adverse Effect.

We would appreciate any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4). Such documents can be provided in a pdf format.

In the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop, the area secured, and the concerned tribe's cultural staff and cultural committee and this department notified.

These comments are based on the information available at the time of this review and on the behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment and a copy of these comments should be included in subsequent environmental documents.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rob Whitlam'.

Robert G. Whitlam, Ph.D.  
State Archaeologist  
(360) 890-2615  
email: [rob.whitlam@dahp.wa.gov](mailto:rob.whitlam@dahp.wa.gov)

State of Washington • Department of Archaeology & Historic Preservation  
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065  
[www.dahp.wa.gov](http://www.dahp.wa.gov)



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# LOWER ELWHA KLALLAM TRIBE

ʔəʔtχʷə nəxʷsʔay'əm "Strong People"

2851 Lower Elwha Road  
Port Angeles, WA 98363

(360) 452-8471  
Fax: (360) 452-3428

September 15, 2015

T.A. Zwolfer  
Captain, U.S. Navy  
Commanding Officer  
Department of the Navy  
Naval Base Kitsap  
120 South Dewey Street  
Bremerton, WA 98314-5020

Re: Initiation of Government to Government Consultation for  
Improvements to Service Pier and Waterfront at Silverdale, Washington  
Kitsap County, WA

Dear Captain Zwolfer:

Thank you for your recent inquiry requesting Government to Government consultation under the National Historic Preservation Act of 1966 as amended and acknowledging our interest in the improvements to the Service Pier and Waterfront at Silverdale, Washington. The proposed action lies outside of the ancestral lands of the Lower Elwha Klallam Tribe we therefore respectfully defer to the Port Gamble S'Klallam Tribe and Suquamish Tribe as the primary tribes in the project area for comment concerning cultural resources. The Lower Elwha Klallam Tribe is in receipt of your letter of August 8, 2015 and is pleased to provide you our comments regarding consultation under the National Historic Preservation Act as amended.

Thank you again for the opportunity to provide comment on the proposed project.

Sincerely,

A handwritten signature in blue ink that reads "William S. White".

William S. White  
Tribal Archaeologist, MA  
Cultural Resources  
Lower Elwha Klallam Tribe

cc: Frances Charles, Tribal Chairwoman, Lower Elwha Klallam Tribe  
LEKT Business Committee  
Michael Peters, Chief Executive Officer  
File

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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/01469  
3 Aug 15

The Lower Elwha Klallam Tribe  
The Honorable Frances Charles  
2851 Lower Elwha Road  
Port Angeles WA 98362

Dear Chairwoman Charles:

SUBJECT: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT,  
NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

In accordance with Section 106 of the National Historic Preservation Act, the Navy would like to initiate consultation regarding a proposed Undertaking at Naval Base (NAVBASE) Kitsap Bangor (Enclosure 1). The Undertaking proposes to make a variety of improvements to the southern end of the Bangor waterfront including an extension to the Service Pier, new waterfront support facility building, new parking lot and associated utilities.

The Navy has determined the area of potential effect (APE) for this Undertaking to include the area that encompasses the three major project components as well as a linear portion to the north and south where a new underground duct bank will be installed along Sealion Road and Sturgeon Street (Enclosure 2).

The primary purpose of this Undertaking is to eliminate deployment constraints and improve maintenance of the SEAWOLF Class (SSN) submarine fleet by transferring two of the SSNs from NAVBASE Kitsap Bremerton to NAVBASE Kitsap Bangor. The Undertaking would extend the existing Service Pier by 540 feet and extend the existing Port Security Barrier system to attach to the end of the pier extension. The upland portion of the project would include the construction of facilities to support the two additional SSNs; a new maintenance support facility, compressor building, utility upgrades that include an emergency power generator, and a 421-space parking lot. The new Maintenance Support Facility would be built at the site of an existing parking lot. The new 6-acre parking lot and utility pad would be constructed within a nearby forested area, and road/entry improvements would be constructed in the project vicinity. A new electrical duct bank would be installed within the road prism of Sealion Road and Sturgeon Street between two existing substations replacing an overhead feed, providing redundancy, increased capacity and reliability.


The APE includes over 20 buildings and structures ranging from 45 to 6 years old, as well as a handful of prehistoric and historic sites that have been covered by various surveys and will be addressed as consultation continues. The Navy is currently consulting with the Washington State Historic Preservation Officer for review and concurrence.

SUBJECT: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT,  
NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

will be addressed as consultation continues. The Navy is currently consulting with the Washington State Historic Preservation Officer for review and concurrence.

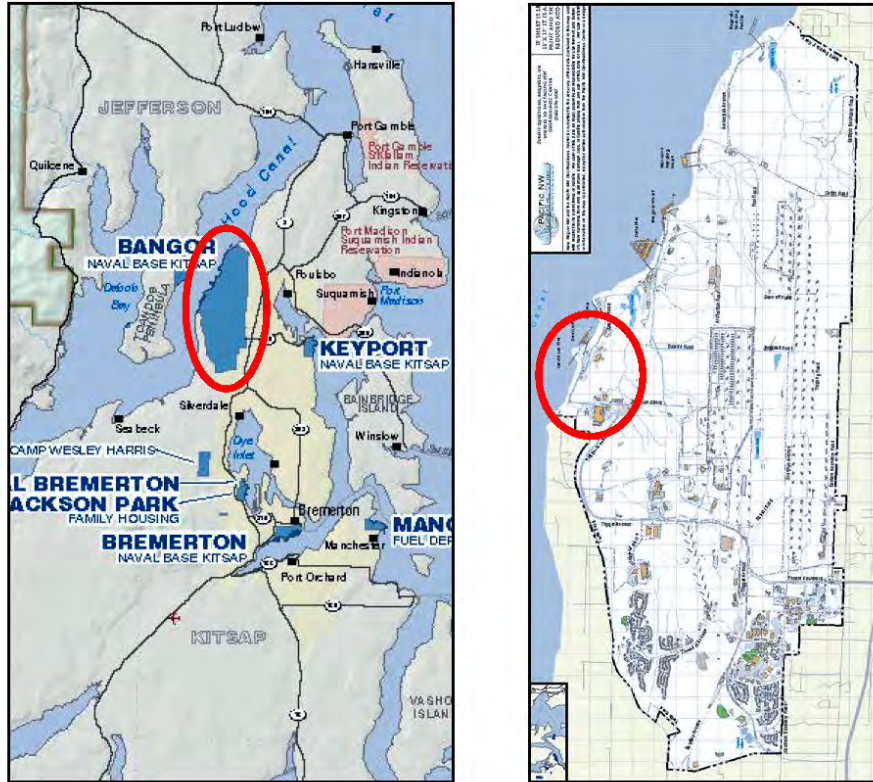
The Navy requests your concurrence on the APE and looks forward to working with you on this proposed Undertaking. If you have any further questions, please contact Ms. Amanda J. Bennett. She can be reached at (360) 476-6613, or at [amanda.j.bennett@navy.mil](mailto:amanda.j.bennett@navy.mil).

Sincerely,



T. A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosures: 1. NBK Bangor Location Maps  
2. Area of Potential Effect Map



Enclosure 1. NBK Bangor Location Maps



Enclosure 2. Project Area of Potential Effect



DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/ 01850  
14 Sep 15

The Lower Elwha Klallam Tribe  
The Honorable Frances Charles  
2851 Lower Elwha Road  
Port Angeles WA 98362

Dear Chairwoman Charles:

SUBJECT: DAHP Log # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE  
SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR,  
SILVERDALE, WA

In accordance with Section 106 of the National Historic Preservation Act, the Navy would like to continue consultation regarding the proposed undertaking to make a variety of improvements to the southern end of the Bangor waterfront including an extension to the Service Pier, new waterfront support facility building, new parking lot and associated utilities (Enclosure 1). The area of potential effects (APE) for this undertaking was previously defined with Washington State Historic Preservation Officer's (SHPO) concurrence (DAHP Log # 081215-09-USN\_081215).

The proposed project is to eliminate deployment constraints and improve maintenance of the SEAWOLF Class (SSN) submarine fleet by transferring two of the SSNs from NAVBASE Kitsap Bremerton to NAVBASE Kitsap Bangor. The Undertaking would extend the existing Service Pier by 540 feet and extend the existing Port Security Barrier system to attach to the end of the pier extension. The upland portion of the project includes the construction of facilities to support the two additional SSNs; a new maintenance support facility, compressor building, utility upgrades that include an emergency power generator, and a 421-space parking lot. The new Maintenance Support Facility would be built at the site of an existing parking lot. The new 6-acre parking lot and utility pad would be constructed within a forested area, and road/entry improvements would be constructed in the vicinity (Enclosure 2). A new electrical duct bank would be installed within the road prism of Sealion Road and Surgeon Street between two substations replacing an overhead feed, providing redundancy, increased capacity and reliability.

The Navy located 15 buildings/structures, 4 archeological sites, 10 isolate tree stumps, and 1 orchard within the APE that may be directly or indirectly affected by the proposed project (Enclosures 3-5). The Navy has determined there are no buildings/structures or archeological sites that will be directly or indirectly affected by the portion of the project within the linear APE south and west of the Service Pier, support facilities and parking lot. The proposed duct bank within the linear APE will be located below grade in the already disturbed existing road prism. Three cultural resources review reports inform this consultation. The Navy is providing four enclosed reports for your review.

SUBJECT: DAHP Log # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

The report titled *Cultural Resource Investigation in Support of Environmental Requirements for Subdevron Five Homeporting Pier Extension and Waterfront Support Facility* was prepared by CardoTEC in 2013 to support the Section 106 consultation for the proposed project (Enclosure 8). It covers archeological and architectural resources within the original APE. However, the project APE has been expanded since this report was completed as a result of changes to project scope and consideration of potentially affected resources. As such, not all archeological and architectural resources within the current APE are covered in this report. All building, structures and archeological isolates covered in this report were recommended Not Eligible for the NRHP. The buildings surveyed within the current APE were less than 50 years of age and lack exceptional importance under Criteria Consideration G. The landscape features primarily lack integrity of setting, feeling and association with the early homesteading and logging activities. The following tables list the resources within the APE that were surveyed and evaluated for eligibility as part of the *Cultural Resource Investigation*. Historic Property Inventories (HPIs) were input into the Washington Information System for Architectural and Archaeological Records Data (WISAARD) for all of the buildings and structures. Archeological Isolate Inventory Forms are provided for the Culturally Modified Tree stumps (Enclosure 7).

BUILDINGS & STRUCTURES				
FACILITY NO.	FACILITY NAME	BUILD DATE	ELIGIBILITY	CORRESPONDING REPORT
7041	SEWAGE PUMP/LIFT STATION	1981	Recommended Not Eligible	CR Investigation
7043/7102	SERV CRAFT UTILITY BLDG	1981	Recommended Not Eligible	CR Investigation
7050	SEWAGE PUMP/LIFT STATION	1981	Recommended Not Eligible	CR Investigation
7055	BUS SHELTER	1980	Recommended Not Eligible	CR Investigation
7065	VOLTAGE REGULATOR/SERV.PIER	1981	Recommended Not Eligible	CR Investigation
7076	GUARD SHELTER,SERV PIER	1984	Recommended Not Eligible	CR Investigation
7101	SERV CRAFT OPER BLDG	1981	Not Eligible - 030911-62-USN determined on 2/16/2012	CR Investigation
7108	HAZARDOUS WASTE STORAGE	1989	Recommended Not Eligible	CR Investigation
	RETAINING WALL	unknown	Recommended Not Eligible	CR Investigation
ARCHEOLOGICAL ISOLATES				
	CULTURALLY MODIFIED TREE #1	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #2	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #3	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #4	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #5	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #6	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #7	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #8	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #9	ca. 1900	Recommended Not Eligible	CR Investigation
	CULTURALLY MODIFIED TREE #10	ca. 1900	Recommended Not Eligible	CR Investigation

SUBJECT: DAHP Log # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

The Section 110 archeology report titled *Archaeological Survey at Naval Base Kitsap Bangor, Kitsap County, Washington* was prepared by Stell Environmental Enterprises, Inc. in 2013 (Enclosure 9). This report covers three portions of the APE that were not covered in the *Cultural Resource Investigation*. Carlson Spit south of the Service Pier, the area east of the Service Pier and the orchard area at the corner of Sealion Road and Sturgeon Street. The survey re-evaluated a prehistoric site that was originally surveyed in 1992 (KP00108) and recommends the site continue to remain Eligible for the NRHP for being an intact shell midden with potential to yield information important in history. Three additional historic sites were found and recommended Not Eligible for the NRHP for lack of significance and integrity. The following table lists the resources within the APE that were surveyed and evaluated for eligibility as part of this survey. Archeological Site Inventory Forms were input into WISAARD for all of these resources.

ARCHEOLOGICAL SITES				
SITE NO.	SITE NAME	PREHISTORIC / HISTORIC	ELIGIBILITY	CORRESPONDING REPORT
KP00108	CARLSON SPIT SHELL MIDDEN	prehistoric	Recommended Eligible	Archaeological Survey
KP00263	HISTORIC DEBRIS SCATTER, GLASS, LEATHER SHOES, 35 X 17FT	historic	Recommended Not Eligible	Archaeological Survey
KP00266	HISTORIC DEBRIS SCATTER	historic	Recommended Not Eligible	Archaeological Survey
KP00267	HISTORIC DEBRIS SCATTER, HOMESTEAD, CONCRETE FIREPLACE BACK, 400 X 115FT	historic	Recommended Not Eligible	Archaeological Survey

The report titled *Early Settlement and Historic Context Study in Support of Environmental Requirements for Subdivron Five Homeporting Pier Extension and Waterfront Support Facility* was prepared by CardnoTEC in 2013 (Enclosure 10). This report covers the historic context of early settlement at Bangor from 1840 to 1944 and evaluates the associated property types in order to identify and assess National Register of Historic Places (NRHP) eligibility requirements and potential for early settlement properties within NBK Bangor. The report concluded that there are not any Early Settlement NRHP-eligible properties or sites located on NBK Bangor, at this time, which meet the NRHP-eligibility criteria due to a loss of integrity and a lack of significance. Because this study only inventoried property types and probability, no data was input into WISAARD.

The report titled *Orchard Evaluation Report* was prepared for the Navy by Leidos in 2014 (Enclosure 11). The report evaluates the resources within the historic orchard that the *Cultural Resource Investigation* did not cover. The survey mapped and evaluated 114 trees or clusters of seedlings and performed genetic testing on 40 tree samples that were established by area homesteaders in the late nineteenth or early twentieth centuries. The report concluded that the orchard is not significant as a representation of a historic horticultural system, style, or design and the cultivated varieties on the site were commonly available during the time it was established. The report also found that the orchard does not retain sufficient integrity to tell the

SUBJECT: DAHP Log # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

story of the early homesteads with which it was once associated and recommended it as Not Eligible for listing in the NRHP.

Because the APE has been expanded since the *Cultural Resource Investigation*, 5 buildings and structures within the APE were not included in that initial survey. Navy Cultural Resources staff surveyed and evaluated 4 these structures for this consultation and input the data into WISAARD (Enclosure 6). All 4 are recommended to be Not Eligible for the NRHP due to a lack of significance or exceptional importance under Criteria Consideration G. HPIs have been prepared for these and input into WISSARD (Enclosure 6). Building 7100, the Service Pier, was previously consulted on as part of another project and determined to be Not Eligible for the NRHP. The following table lists the resources within the APE not covered by project-specific reports that were surveyed and evaluated for eligibility.

BUILDINGS & STRUCTURES (not included in the <i>Cultural Resource Investigation</i> )				
BLDG. NO.	FACILITY NAME	BUILD DATE	ELIGIBILITY	CORRESPONDING REPORT
7042	PIER UTILITY BLDG	1981	Recommended Not Eligible	No – see Enclosure 6
7100	SERVICE PIER	1981	Not Eligible - 030911-62-USN determined on 2/16/2012	No
7103	SUBSTATION	1981	Recommended Not Eligible	No – see Enclosure 6
7105	BOAT SHED SERVICE PIER	1985	Recommended Not Eligible	No – see Enclosure 6
7130	BOAT RAMP CARLSON SPIT	1970	Recommended Not Eligible	No – see Enclosure 6

Eleven buildings and structures within the APE were constructed in 1990 or more recently. As such, those resources are not considered for eligibility for this consultation. The following table lists the buildings and structures within the APE that were not surveyed and evaluated for eligibility as a result of their young age. Some of these resources were surveyed in the *Cultural Resource Investigation*, however the HPIs have been removed from WISAARD per communication with Greg Griffith.

BLDG. NO.	FACILITY NAME	BUILD DATE	ELIGIBILITY	CORRESPONDING REPORT
7107	WATCH HOUSE	1990	No Recommendation - Post Cold War	No
7109	COVERED BOAT MTCE FACILITY	1993	No Recommendation - Post Cold War	CR Investigation
7110	WELDING SHOP / INSIDE MACHINING SHOP	1997	No Recommendation - Post Cold War	CR Investigation
7112	COMPRESSOR BLDG	1995	No Recommendation - Post Cold War	No
7113	OIL WATER SEPARATOR	1996	No Recommendation - Post Cold War	CR Investigation
7114	WATERFRONT SUPPORT BLDG	2005	No Recommendation - Post Cold War	No
7120	SERVICE PIER SECURITY GATE	2009	No Recommendation - Post Cold War	No
7121	SERVICE PIER GUARD SHACK	2009	No Recommendation - Post Cold War	CR Investigation



SUBJECT: DAHP Log # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

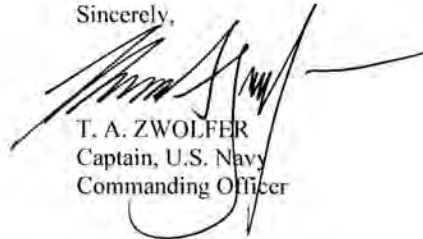
7122	SERVICE PIER SEC BARRIER (next to guard shack)	2009	No Recommendation - Post Cold War	CR Investigation
7132	NSWCCD PIER AND TRESTLE	2008	No Recommendation - Post Cold War	No
7133	NSWCCD SHIPS STORAGE	2008	No Recommendation - Post Cold War	No

The assessments included in the four contributing reports, along with additional survey and evaluation, have found that no buildings or structures within the APE are eligible for the NRHP. As such the Navy finds the proposed project will have No Effect on Historic Properties.

The one Eligible archeological site on Carlson Spit is located within the APE, but no construction will be taking place on the Spit or in close proximity to the site. The Service Pier extension will not adversely affect the viewshed of the midden. As such the Navy finds that the proposed project will have No Adverse Effect on KP00108. If any archaeological resources are uncovered during construction, project work will be halted in the area of discovery and appropriate Native American Tribes and the Department of Archaeology and Historic Preservation will be contacted for further consultation.

The Navy requests your concurrence on the determinations of eligibility and findings of effect for the proposed undertaking. If you require any further information or have any questions, please contact Ms. Amanda J. Bennett at (360) 476-6613 or e-mail: amanda.j.bennett@navy.mil.

Sincerely,



T. A. ZWOLFER  
 Captain, U.S. Navy  
 Commanding Officer

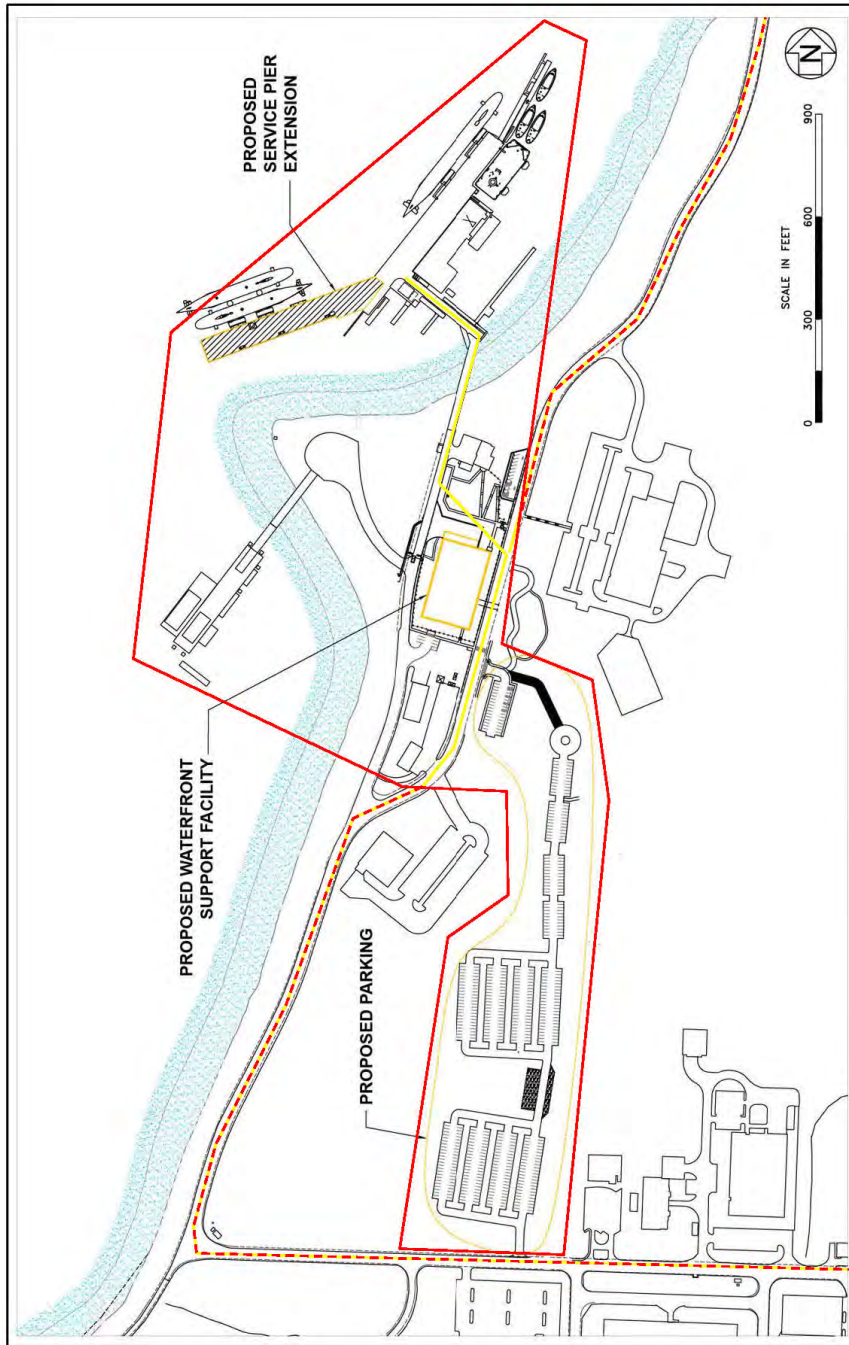
- Enclosures:
1. Project Area of Potential Effect & Orchard Location
  2. Project Plan
  3. Buildings & Structures in the northern APE
  4. Buildings & Structures in the central APE
  5. Archeological resources within the APE
  6. Historic Property Inventory Forms (not included in *Cultural Resource Investigation*):
    - Building 7042
    - Building 7100
    - Building 7103
    - Building 7105
    - Building 7130

SUBJECT: DAHP Log # 081215-09-USN: PROPOSED IMPROVEMENTS TO THE SERVICE PIER AND WATERFRONT, NAVAL BASE KITSAP BANGOR, SILVERDALE, WA

8. *Cultural Resource Investigation in Support of Environmental Requirements for Subdebron Five Homeporting Pier Extension and Waterfront Support Facility*
9. *Archaeological Survey at Naval Base Kitsap Bangor, Kitsap County, Washington*
10. *Early Settlement and Historic Context Study in Support of Environmental Requirements for Subdebron Five Homeporting Pier Extension and Waterfront Support Facility*
11. *Orchard Evaluation Report*



Enclosure 1. Project Area of Potential Effect & Orchard Location



Enclosure 2. Project Plan



Enclosure 3. Buildings & Structures in the northern APE



Enclosure 4. Buildings & Structures in the central APE



Enclosure 5. Archeological resources within the APE

Enclosure 6.  
Historic Property Inventory Forms:

Building 7042  
Building 7100  
Building 7103  
Building 7105  
Building 7130



## **Regulatory Consultations**

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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/ 02013  
17 Nov 14

Mr. Ben Laws  
NOAA Fisheries Service  
Office of Protected Resources  
1315 East West Highway, F/PR1  
Silver Spring, MD 20910

Dear Mr. Laws:

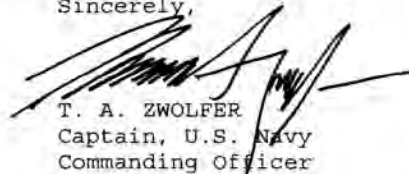
SUBJECT: PRELIMINARY DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE  
LAND-WATER INTERFACE AND SERVICE PIER EXTENSION AT NAVAL  
BASE KITSAP BANGOR, WASHINGTON

The National Oceanic and Atmospheric Administration Fisheries Service (NOAA) is one of the Cooperating Agencies in the preparation of the Navy's Environmental Impact Statement (EIS) for the construction and operation of two separate projects at Naval Base (NAVBASE) Kitsap Bangor, Washington: the Land-Water Interface (LWI) and the Service Pier Extension (SPE). Enclosed is Version 3 draft EIS for NOAA's review and comment. Please provide review comments by 4 Dec 2014. NOAA's review will be valuable in determining compliance with the Endangered Species Act and the Marine Mammal Protection Act as well as improving the overall quality of the document. We appreciate NOAA's continued review and assistance.

The current EIS schedule anticipates public review, with public hearings of the Draft EIS, occurring between 24 and 25 Feb 2015. Meetings with your regional staff will be scheduled during that timeframe if requested.

The point of contact for this EIS is Mr. Thomas Dildine, Naval Facilities Engineering Command Northwest. He can be reached at (360) 396-0018, or at thomas.dildine@navy.mil.

Sincerely,



T. A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosures: 1. LWI SPE Preliminary Draft Environmental Impact Statement

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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/02068  
24 Nov 14

Mr. Ben Laws  
NOAA Fisheries Service  
Office of Protected Resources  
1315 East West Highway, F/PR1  
Silver Spring, MD 20910

Dear Mr. Laws:

SUBJECT: INCIDENTAL HARASSMENT AUTHORIZATION REQUEST FOR THE SERVICE  
PIER EXTENSION AT NAVAL BASE KITSAP BANGOR, SILVERDALE,  
WASHINGTON

In accordance with the Marine Mammal Protection Act, as amended and 50 Code of Federal Regulations Part 216.016, the United States Navy requests an Incidental Harassment Authorization for the take of marine mammals associated with the Service Pier Extension project at Naval Base Kitsap Bangor from July 16, 2016 through July 15, 2017.

The proposed action would expose marine mammals in Hood Canal to sound from pile driving. Enclosures (1) and (2) contain information required by the National Marine Fisheries Service for consideration of an incidental take request. The monitoring plan will be developed by the construction contractor and submitted to NMFS prior to In-Water Work commencing.

We appreciate your continued support in helping the Navy to meet its environmental responsibilities. For additional comments or questions the Navy's point of contact is Mr. Thomas Dildine, Naval Facilities Engineering Command Northwest. He can be reached at (360) 396-0018, or by e-mail at thomas.dildine@navy.mil.

Sincerely,

T. A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosures: 1. Incidental Harassment Authorization Application  
2. CD-ROM of IHA application & transmittal letter (2 copies)

Copy to:  
Chief of Naval Operations (N45)  
Navy Region Northwest (N45)

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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00444  
10 Mar 15

Mr. Matthew Logenbaugh  
National Marine Fisheries Service  
510 Desmond Dr. SE, Suite 103  
Lacey, WA 98503

Dear Mr. Logenbaugh:

SUBJECT: BIOLOGICAL ASSESSMENT AND ESSENTIAL FISH HABITAT  
ASSESSMENT FOR THE LAND WATER INTERFACE AND SERVICE PIER  
EXTENSION AT NAVAL BASE KITSAP BANGOR, WASHINGTON

The United States Department of the Navy (Navy) proposes to construct and operate two separate projects at Naval Base (NAVBASE) Kitsap Bangor, Washington: the Land-Water Interface (LWI) and the Service Pier Extension (SPE). The purpose of the LWI is to comply with Navy and Department of Defense directives to protect Navy TRIDENT submarines from increased and evolving threats and to prevent the seizure, damage, or destruction of military assets. The purpose of the SPE is to eliminate deployment constraints and improve maintenance of the SEAWOLF Class (SSN) submarine fleet.

The following project activities are proposed in Hood Canal for the LWI Project:

- Modify and lengthen the existing floating Port Security Barrier (PSB) system to extend across the intertidal zone at two locations.
- Build abutments at the shoreline cliff at two locations along the Bangor waterfront to attach the modified PSB system.

Construction for LWI is proposed to begin in 2016 and end in 2018. Construction is estimated to last for 24 months and will be accomplished through two separate in-water work seasons in conformance with the U.S. Army Corps of Engineers approved work window of July 16 through January 15. Work in the intertidal zone will require driving of steel pile on no more than 144 days during the in-water work season. However, piles would be driven at low tide when water is not present.

The following project activities are proposed in Hood Canal for the SPE Project:

- Extend the existing Service Pier by 540 feet.

SUBJECT: BIOLOGICAL ASSESSMENT AND ESSENTIAL FISH HABITAT  
ASSESSMENT FOR THE LAND WATER INTERFACE AND SERVICE  
PIER EXTENSION AT NAVAL BASE KITSAP BANGOR, WASHINGTON

- Transfer two SSN submarines currently berthed at NAVBASE Kitsap Bremerton to the Service Pier extension.

In addition, upland work will include construction of a new Waterfront Ship Support Building, a new parking lot, road improvements, and a utility pad totaling 7 acres in size.

Construction of SPE is proposed to begin in 2018 and end in 2020. Construction is estimated to last for 24 months and will be accomplished through two separate in-water work seasons in conformance with the U.S. Army Corps of Engineers approved work window of July 16 through January 15. In-water work will require driving of steel piles on no more than 144 days during the first in-water work season and driving of concrete piles on no more than 36 days during the second in-water work season.

A review of federally listed species under the jurisdiction of the National Marine Fisheries Service (NMFS) indicates the following species potentially occur within each project's action area:

- Hood Canal Evolutionarily Significant Unit (ESU) summer-run chum salmon (*Oncorhynchus keta*)
- Puget Sound ESU Chinook salmon (*O. tshawytscha*)
- Puget Sound Distinct Population Segment (DPS) steelhead (*O. mykiss*)
- Puget Sound/Georgia Basin DPS bocaccio (*Sebastes paucispinis*)
- Puget Sound/Georgia Basin DPS canary rockfish (*S. pinniger*)
- Puget Sound/Georgia Basin DPS yelloweye rockfish (*S. ruberrimus*)
- Humpback whale (*Eschrichtius robustus*)

Southern Resident killer whale (*Orcinus Orca*) does not occur in the action area, but were included in the analyses based on potential effects to their forage base.

The Navy analyzed potential impacts of each of the proposed projects to federally listed species using the best scientific and commercial data available, as required under Section 7(c) of the Endangered Species Act. In addition, the Navy met with the NMFS and USFWS to discuss potential project effects to federally listed species, as well as potential avoidance and minimization measures. Based on the Navy's analyses, the Navy concluded that with implementation of the proposed avoidance and minimization measure, both the LWI and SPE projects may affect, but are not likely to adversely affect the above listed species. Critical habitat was



SUBJECT: BIOLOGICAL ASSESSMENT AND ESSENTIAL FISH HABITAT  
ASSESSMENT FOR THE LAND WATER INTERFACE AND SERVICE  
PIER EXTENSION AT NAVAL BASE KITSAP BANGOR, WASHINGTON

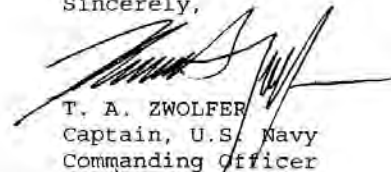
also analyzed, but it was determined that there is no critical habitat designated within the action area and concluded a no effect determination. The Navy also determined that the LWI or SPE projects will not destroy or adversely modify proposed critical habitat for Puget Sound steelhead.

The Navy requests informal consultation for the above listed species and concurrence with our effect determination. Enclosed is a biological assessment (Enclosure 1) that documents our analyses. The Navy understands that within 30 days of this request, you will notify us in writing if additional information is required.

In compliance with the Magnuson-Stevens Fishery Conservation and Management Act, essential fish habitat (EFH) was assessed for each project. Based on the conclusions of the EFH assessments (Enclosure 2), it is the Navy's conclusion that construction and operation of the projects may adversely affect Pacific salmon, coastal pelagic, and Pacific groundfish EFH.

It is our understanding that with federal concurrence this satisfies our responsibilities under Section 7(c) of the Endangered Species Act at this time. We will continue to remain aware of any change in status of these species and will be prepared to reevaluate potential project impacts if necessary. If you have any questions about these projects, or need additional clarification, please contact the Navy point-of-contact Ms. Stephanie Sparks. She can be reached at (360) 396-0023 or stephanie.sparks@navy.mil.

Sincerely,



T. A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosures: 1. Biological Assessment  
2. Essential Fish Habitat Analysis

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DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/00445  
10 Mar 15

Mr. Eric Rickerson  
U.S. Fish and Wildlife Service  
510 Desmond Dr. SE, Suite 102  
Lacey, WA 98503

Dear Mr. Rickerson:

SUBJECT: BIOLOGICAL ASSESSMENT FOR THE LAND WATER INTERFACE AND  
SERVICE PIER EXTENSION AT NAVAL BASE KITSAP BANGOR,  
WASHINGTON

The United States Department of the Navy (Navy) proposes to construct and operate two separate projects at Naval Base (NAVBASE) Kitsap Bangor, Washington: the Land-Water Interface (LWI) and the Service Pier Extension (SPE). The purpose of the LWI is to comply with Navy and Department of Defense directives to protect Navy TRIDENT submarines from increased and evolving threats and to prevent the seizure, damage, or destruction of military assets. The purpose of the SPE is to eliminate deployment constraints and improve maintenance of the SEAWOLF Class (SSN) submarine fleet.

The following project activities are proposed in Hood Canal for the LWI Project:

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- Build abutments at the shoreline cliff at two locations along the Bangor waterfront to attach the modified PSB system.

Construction for LWI is proposed to begin in 2016 and end in 2018. Construction is estimated to last for 24 months and will be accomplished through two separate in-water work seasons in conformance with the U.S. Army Corps of Engineers approved work window of July 16 through January 15. Work in the intertidal zone will require driving of steel pile on no more than 144 days during the in-water work season. However, piles would be driven at low tide when water is not present.

SUBJECT: BIOLOGICAL ASSESSMENT FOR THE LAND WATER INTERFACE AND SERVICE PIER EXTENSION AT NAVAL BASE KITSAP BANGOR, WASHINGTON

The following project activities are proposed in Hood Canal for the SPE Project:

- Extend the existing Service Pier by 540 feet.
- Transfer two SSN submarines currently berthed at NAVBASE Kitsap Bremerton to the Service Pier extension.

In addition, upland work will include construction of a new Waterfront Ship Support Building, a new parking lot, road improvements, and a utility pad totaling 7 acres in size.

Construction of SPE is proposed to begin in 2018 and end in 2020. Construction is estimated to last for 24 months and will be accomplished through two separate in-water work seasons in conformance with the U.S. Army Corps of Engineers approved work window of July 16 through January 15. In-water work will require driving of steel piles on no more than 144 days during the first in-water work season and driving of concrete piles on no more than 36 days during the second in-water work season.

A review of federally listed species under the jurisdiction of the U.S. Fish and Wildlife Service (USFWS) indicates the following species potentially occur within each project's action area:

- Bull Trout (*Salvelinus confluentus*)
- Marbled murrelet (*Brachyramphus marmoratus*)

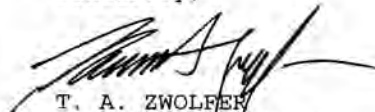
The Navy analyzed potential impacts of each of the proposed projects to federally listed species using the best scientific and commercial data available, as required under Section 7(c) of the Endangered Species Act. In addition, the Navy met with the NMFS and USFWS to discuss potential project effects to federally listed species, as well as potential avoidance and minimization measures. Based on the Navy's analyses, the Navy concluded that with implementation of the proposed avoidance and minimization measure, both the LWI and SPE projects may affect, but are not likely to adversely affect the above listed species. Critical habitat was also analyzed, but it was determined that there is no critical habitat designated within the action area and concluded a no effect determination.

SUBJECT: BIOLOGICAL ASSESSMENT FOR THE LAND WATER INTERFACE AND SERVICE PIER EXTENSION AT NAVAL BASE KITSAP BANGOR, WASHINGTON

The Navy requests informal consultation for the above listed species and concurrence with our effect determination. Enclosed is a biological assessment (Enclosure 1) that documents our analyses. The Navy understands that within 30 days of this request, you will notify us in writing if additional information is required.

It is our understanding that with federal concurrence this satisfies our responsibilities under Section 7(c) of the Endangered Species Act at this time. We will continue to remain aware of any change in status of these species and will be prepared to reevaluate potential project impacts if necessary. If you have any questions about these projects, or need additional clarification, please contact the Navy point-of-contact Ms. Stephanie Sparks. She can be reached at (360) 396-0023 or stephanie.sparks@navy.mil.

Sincerely,



T. A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosure: 1. Biological Assessment

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**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
 NATIONAL MARINE FISHERIES SERVICE  
 West Coast Region  
 7600 Sand Point Way N.E., Bldg. 1  
 Seattle, Washington 98115

Refer to NMFS No:  
 WCR-2015-2308

November 13, 2015

Captain T.A. Zwolfer  
 Commanding Officer  
 Department of the Navy  
 Naval Base Kitsap  
 120 South Dewey Street  
 Bremerton, WA 98314-5020

Re: Endangered Species Act Section 7 Informal Consultation and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Consultation for the Land Water Interface (LWI) and Service Pier Extension (SPE) Projects at Naval Base Kitsap Bangor, Kitsap County, Washington, 6<sup>th</sup> Field HUC 171100180108).

Dear Captain Zwolfer:

On March 13, 2015, the National Marine Fisheries Service (NMFS) received your request for a written concurrence that the US Navy (Navy) proposed two nearby actions at Bangor are not likely to adversely affect (NLAA) species listed as threatened or endangered, or critical habitats designated under the Endangered Species Act (ESA). Specifically the proposed actions are to (1) construct physical security barriers Land-Water Interface (LWI) through shallow waters and onto upland areas at the north and south extent of the water restricted area (WRA), and (2) extend the existing service pier and construct associated support facilities (service pier extension or SPE). This response to your request was prepared by NMFS pursuant to section 7(a)(2) of the ESA, implementing regulations at 50 CFR 402, and agency guidance for preparation of letters of concurrence.<sup>1</sup>

This letter will serve as a Letter of Concurrence for the LWI part of this proposed project and a non-concurrence letter for the SPE part of the proposed project. Because rockfish may be exposed to adverse effects of pile driving from only the SPE, we will need to analyze effects of the SPE separately and ask the Navy to request formal consultation for that project.

NMFS also reviewed the proposed action for potential effects on essential fish habitat (EFH) designated under the Magnuson-Stevens Fishery Conservation and Management Act (MSA), including conservation measures and any determination that you made regarding the potential effects of the action. This review was pursuant to section 305(b) of the MSA, implementing

<sup>1</sup> Memorandum from D. Robert Lohn, Regional Administrator, to ESA consultation biologists (guidance on informal consultation and preparation of letters of concurrence) (January 30, 2006).



regulations at 50 CFR 600.920, and agency guidance for use of the ESA consultation process to complete EFH consultation.<sup>2</sup>

This letter underwent pre-dissemination review using standards for utility, integrity, and objectivity in compliance with applicable guidelines issued under the Data Quality Act (section 515 of the Treasury and General Government Appropriations Act for Fiscal year 2001, Public Law 106-554). A complete record of this consultation is on file at Oregon-Washington Coastal Office in Lacey, Washington.

#### **Proposed Action and the Action Area**

The Navy is proposing to modify the existing port security barrier (PSB) across the intertidal, and construct a north LWI and south LWI above the intertidal.

#### **Land-Water Interface (LWI)**

The LWI project would extend the existing PSB across the intertidal zone and attach it to the proposed shoreline concrete abutments. While floating PSBs would be modified in water, all of the LWI construction will be done from land, which may include cutting a bench into the hillside for the construction equipment. For the north LWI, approximately 1,200 feet of the existing PSB system will be relocated and 100 feet of new PSB would be added, including removal and relocation of three buoys and associated anchors all in deep water. The mooring system of one of the three relocated buoys would be reduced from 3 to 2 anchors. One new buoy would be installed with two anchors. For the south LWI, approximately 1,200 feet would be relocated and 200 feet of new PSB would be added. Relocation and reconfiguration of three of the south LWI existing buoys and anchors, and the addition of one new buoy and anchors, would be the same as those for the north LWI.

Each floating PSB unit would be 50 feet long and support an 8-foot high fence on a metal frame. Each unit would be supported on three 42-inch diameter pontoons (center 18 feet long and two end pontoons each 6 feet long). A 42-inch metal grating would be suspended below the metal frame between the pontoons. To minimize effects on aquatic biota, the guard panel and the pontoons would extend into the water less than 1 foot. Vessel passage through the PSB would be done by disconnecting adjacent PSB units and towing the floating barrier out of the way, then reconnecting. To minimize the low-tide grounding of approximately 11 PSB units with 33 pontoons, center pontoons will be fitted with 3 pads and outer pontoons fitted with two pads (each 12 by 24 inches), which would prevent the entire pontoon from contacting the beach.

The two proposed shoreline concrete abutments would be at the upper intertidal elevation and constructed within temporary cofferdams of sheet-pile. Cofferdams will be constructed at low tides to build the two pile-supported abutments in the dry. Also, all 8 temporary piles will be installed and removed in the dry at low tide. Cofferdams at 10 feet depth and above tide waters

<sup>2</sup> Memorandum from William T. Hogarth, Acting Administrator for Fisheries, to Regional Administrators (national finding for use of Endangered Species Act section 7 consultation process to complete essential fish habitat consultations) (February 28, 2001).



will be constructed at four sites: the north abutment cofferdam will be 100 feet long with two 20-foot wing walls on each side of the long edge; the north stairs cofferdam 40 feet long with two 40-foot wing walls; the south abutment cofferdam 150 feet long with a 40-foot wing wall; and the south stairs cofferdam 40 feet long with two 40-foot wing walls.

The completed north LWI abutment would be 40 feet high and 72 feet long extending about 10 feet above low tide to the top of the slope, 40 feet above. The south LWI abutment would be 20 feet high and 72 feet long extending from about 8 feet above low tide to the top of the slope 16 feet above. Each abutment would include a stairway on one end, from the abutment top to the LWI deck and base of the bluff, with an observation post (15 by 20 feet with a stairway to the bluff base) installed on the other end adjacent to the abutment at the cliff base. The north LWI abutment site will have 15 36-inch piles; its stairs will use five 36-inch piles (three for the beach stairs and two to the observation post); 10 24-inch piles for the observation post; and five 24-inch piles to support the forms for placing the concrete deck for the observation post. Except for the abutment, which will use 16 36-inch piles, the south LWI will use the same number of and arrangement of piles as the north LWI. Each abutment would be supported on 15 (north) or 16 (south) 36-inch piles placed into auger dug holes with a solid concrete base, all constructed inside cofferdams in the upper intertidal.

The stairs would be attached to the abutment wall or supported on piles driven to grade. Stairway and observation post piles would be driven in the dry at low tide using an upland crane. Portions of the abutments, stairs and observation posts (see Table 1) would extend below mean higher high water (MHHW). Abutment construction at the south LWI would require removal of 25 feet of creosoted timber seawall at the base of the bluff. Construction of the stairway, observation post piles, abutment, and observation post would all be done at low tide. All steep areas of uplands disturbed by abutment construction would be stabilized using riprap placed above MHHW. Within the intertidal, soft armoring techniques will be implemented with all toe rock buried well below the beach grade. Armor rock will be placed below grade approximately 10 feet waterward from the abutments for their entire length. Armor rock will also be placed below grade approximately 10 feet out for 80 feet from the beach stairs for both the north LWI and south LWI. At grade, the project will use the existing beach sediment (removed for LWI construction) to cap the protective armor rock in order to avoid effects on the natural shoreline dynamics. Several tidal cycles will be required to sort the material, and the Navy expects that the beach sediment will mimic existing conditions when the project is completed. If more toe protection is needed to prevent erosion at the base of the abutments, the Navy will implement soft armoring techniques like the placement of large wood (tree trunks/rootwads). The use of nighttime artificial lights at either LWI site is expected to be infrequent with lighting of the LWIs only in response to a security event. Construction on the LWI project is scheduled to begin May 2016 and end May 2018.

Interrelated or interdependent activities associated with this project include habitat mitigation in Hood Canal to compensate for the shading of eelgrass and impacts to other marine habitats resulting from project actions as stated in Table 1 (excerpted from the project EIS). The Navy will compensate for project effects through the Hood Canal In-Lieu Fee (ILF) Program, which will be used to provide compensatory mitigation for the unavoidable effects on aquatic resources

listed in Table 1. The ILF program was established to provide the greatest benefit to aquatic habitats in Hood Canal from individual actions within the ILF Service Area. The primary goal of the ILF Program for Hood Canal is to increase aquatic resource functions in the Hood Canal watershed by focusing on salmon conservation actions described in the Hood Canal Summer-Run Chum Salmon Recovery Plan. To offset effects of this proposed action, the Navy will fund 0.46 acres of aquatic habitat restoration.

**Table 1. LWI Impacts on Aquatic Habitat and Waters<sup>1</sup>**

LWI Impact	Area
Habitat displaced by piles and/or anchors in shallow water (< 30 feet)	142 square feet
Over-water area (shading) in shallow water <sup>2</sup>	5,070 square feet
Eelgrass covered by buoy mooring anchors or degraded by PSB pontoons and buoy grounding	580 square feet
Fill in waters of the U.S. (shoreline abutment stair landings and riprap) <sup>3</sup>	4,124 square feet
Excavation in waters of the U.S. (shoreline abutments)	15,600 square feet
Total <sup>4</sup>	20,670 square feet

N/A = not applicable; USACE = U.S. Army Corps of Engineers

1. Final mitigation requirements for the selected alternative will be determined through the CWA permitting process.
2. No full shading of eelgrass is expected from either alternative.
3. Impact is from excavation during construction of the abutments and concrete fill from the abutment stair landings.
4. Total is the sum of the overwater area plus the excavation for the abutments; the abutment stair landing fill areas are included in the excavation areas; all other items are included in the overwater shading area.

The project location is at Bangor on Naval Base Kitsap in Kitsap County, Washington. The north LWI is at Lat 47.75775/Long -122.72467; south LWI at Lat 47.74011/Long -122.73515, 6<sup>th</sup> Field HUC 171100180108). The action area is determined by the greatest extent of effects stemming from the project. The action area for the north and south LWI is a 600-foot radius from the extent of the work area.

#### Action Agency's Effects Determination

The Navy requested informal consultation and concurrence with the determinations of "may affect, is not likely to adversely affect" for Puget Sound (PS) Chinook salmon, PS steelhead, HC summer-run chum salmon, PS/GB bocaccio, PS/GB canary rockfish, and PS/GB yelloweye rockfish, SRKW, and humpback whale. The Navy preliminarily determined that the two nearby projects may affect SRKWs and humpback whales. However, due to the lack of sightings in the action area for LWI, we have concluded no effect on marine mammals for the LWI.

The NMFS listed PS Chinook salmon as threatened under the ESA on March 24, 1999 (64 FR 14308). On June 11, 2007, NMFS listed the PS steelhead Distinct Population Segment (DPS) as

threatened under the ESA (72 FR 26722). Critical Habitat for PS steelhead was proposed on January 14, 2013 (78 FR 2725), which does not include the action area. The NMFS listed Hood Canal (HC) summer-run chum salmon as threatened under the ESA on June 28, 2005 (70 FR 37160) and updated this listing on April 14, 2014 (79 FR 20802). Puget Sound/Georgia Basin (PS/GB) canary rockfish and yelloweye rockfish DPSs were listed as threatened and bocaccio DPS was listed as endangered under the ESA on April 28, 2010 (75 FR 22276, updated 79 20802, April 14, 2014).

Potential construction effects from the project include positioning and anchoring construction barges, in-water structure placement would locally increase turbidity, disturb benthic habitats, and partially shade marine vegetation in the immediate project vicinity during construction. Effects from construction activities would occur from up to two seasons of in-water work, such as the addition of new buoys, anchors, structures, etc. There are no identified effects from operation and minor maintenance of the completed facilities. Little or no delay of the overall fish migration rate is anticipated from the LWI part of the project. The floating sections of PSB with pontoons and pads would be placed over intertidal and shallow subtidal habitats. As a result, a band of slight nearshore shade would occur from these structures across the migratory pathway for juvenile salmonids and forage fish. The portions of LWI structures located in intertidal habitats would decrease habitat value within the footprint in the upper intertidal zone.

#### **Consultation History**

NMFS received a Biological Assessment (BA) from the Navy, Naval Base Kitsap, on March 13, 2015. The first of several additional information requests was emailed to the Navy on March 19, 2015, with the last request on November 9, 2015. In 2015, we discussed details of the proposed action with the Navy at meetings in February, March and August. Additional information was requested on October 6, 2015, with a response received on October 26, 2015. All needed additional information was received from the Navy and we started informal consultation on the LWI part of the proposed project on November 12, 2015.

A complete record of this consultation is on file at the NMFS office in Lacey, Washington.

### **ENDANGERED SPECIES ACT**

#### **Effects of the Action**

Under the ESA, "effects of the action" means the direct and indirect effects of an action on the listed species or critical habitat, together with the effects of other activities that are interrelated or interdependent with that action (50 CFR 402.02). The applicable standard to find that a proposed action is not likely to adversely affect listed species or critical habitat is that all of the effects of the action are expected to be discountable, insignificant, or completely beneficial. Beneficial effects are contemporaneous positive effects without any adverse effects to the species or critical habitat. Insignificant effects relate to the size of the impact and should never reach the scale where take occurs. Discountable effects are those extremely unlikely to occur.

North LWI and South LWI

Hood Canal summer-run chum salmon  
Puget Sound Chinook salmon  
Puget Sound steelhead

Several of the small streams on the western Toandos Peninsula are documented spawning habitat for steelhead. Migration to and from those streams would be outside the in-water work window. The nearest natal streams for Chinook and summer-run chum salmon are more than 5 miles from the action area.

During construction, we expect slight disturbances described above that would all be insignificant on ESA-listed salmonids. Adult or larger juvenile listed salmonids that occur in the action area during construction will be farther offshore and may enter the action area. If individuals of listed species were present, construction effects would be insignificant because the turbidity will be localized, short-term, and of low intensity. All disturbance from activities associated with the project will cease at the end of construction. Any suspended sediment impacts will be localized and temporary in duration, limiting the area of potential effects of suspended sediment increases to immediate the area of the construction and/or installation of the anchors and PSBs.

The NMFS designated critical habitat for the PS Chinook salmon and HC chum salmon on September 2, 2005 (70 FR 52630). In estuarine and nearshore marine areas, critical habitat includes areas contiguous with the shoreline from the line of extreme high water out to a depth no greater than 98 feet. No critical habitat for these two species occurs within the LWI action area, which is all within the excluded area on Navy lands.

PS/GB canary rockfish  
PS/GB yelloweye rockfish  
PS/GB bocaccio

The depth for adult bocaccio and canary rockfish are 160 to 820 feet deep and for yelloweye rockfish are 300 to 590 feet deep. The action area has no deep rocky habitats and low likelihood distribution of any rockfish. The potential for exposure of adult rockfish to project impacts from the construction is discountable.

PS/GB bocaccio, PS/GB canary rockfish and PS/GB yelloweyed rockfish, born as free-swimming planktonic larvae, remain in open waters for several months before settling to the seafloor as juveniles. Juvenile bocaccio and canary rockfish may settle to nearshore habitat. While the action area lacks the rugosity and structure that juvenile rockfish prefer, the action area is near waters that are suitable depth for rockfish: juveniles or larvae could inhabit the action area and be exposed to minor effects of construction. There is a low likelihood of juvenile rockfish being exposed to insignificant effects in the action area during project construction. A small number of rockfish larvae may be in the action area during the in-water work window. Construction-related effects on the water quality will be short-term and localized, and return to

pre-construction conditions following the cessation of activity. Due to limited rockfish presence in the action area, any project effects are therefore insignificant on juvenile and larval rockfish.

The final rule designating critical habitat for PS/GB rockfishes was published on November 13, 2014 (71 FR 69054). No critical habitat for these species occurs within the LWI action area, which is within the Navy's excluded area.

#### **Conclusion**

Based on this analysis, NMFS concurs with the Navy that the proposed LWI action is not likely to adversely affect the subject ESA listed species of salmon, steelhead, and rockfish.

#### **Reinitiation of Consultation**

Reinitiation of consultation is required and shall be requested by the Federal agency, or by NMFS, where discretionary Federal involvement or control over the action has been retained or is authorized by law and (1) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (2) the identified action is subsequently modified in a manner that causes an effect on the listed species or critical habitat that was not considered in this concurrence letter; or if (3) a new species is listed or critical habitat designated that may be affected by the identified action (50 CFR 402.16). This concludes the ESA portion of this consultation.

#### **MAGNUSON-STEVEN'S FISHERY CONSERVATION AND MANAGEMENT ACT**

Federal and other consulting agencies operating under Federal authority are required, under section 305(b)(2) of the MSA and its implementing regulations (50 CFR 600 Subpart K), to consult with NMFS regarding actions that are authorized, funded, or undertaken by that agency that may adversely affect essential fish habitat (EFH). For purposes of the MSA, EFH means "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity", and includes the associated physical, chemical, and biological properties that are used by fish (50 CFR 600.10), and "adverse effect" means any impact which reduces either the quality or quantity of EFH (50 CFR 600.910(a)). Adverse effects may include direct, indirect, site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions. If an action would adversely affect EFH, NMFS is required to provide the Federal action agency with EFH conservation recommendations (section 305(b)(4)(A)). This consultation is based, in part, on information provided by the Federal agency and descriptions of EFH for Pacific salmon contained in the Fishery Management Plans developed by the Pacific Fishery Management Council and approved by the Secretary of Commerce.

The action area includes marine and marine nearshore waters. The project area includes habitat that has been designated as EFH for various life stages of coastal pelagic species, Pacific coast groundfish, and Pacific salmon. During construction, the adverse short-term effects of the project will include disturbance of upper intertidal habitat, benthic habitat, and eelgrass habitat.

We determined that the proposed action would adversely affect EFH by long-term loss of upper intertidal habitat and short-term disturbance of intertidal habitat.

NMFS has no conservation recommendations for this project since we determined that the implementation of best management practices and the measures to avoid, reduce, or mitigate as stated in the BA, the EFH assessment, and included in the additional information received by NMFS on October 26, 2015, are sufficient to avoid, mitigate, or offset the impact(s) of the proposed action on intertidal EFH.

The Navy must reinitiate EFH consultation with us if the proposed action is substantially revised in a way that may adversely affect EFH, or if new information becomes available that affects the basis for our EFH conservation recommendations (50 CFR 600.920(1)). This concludes the MSA portion of this consultation.

This concludes consultation under the ESA and MSA. If you have questions concerning these consultations, please contact Valerie Elliott of the Oregon Washington Coastal Office at 360-753-5834, or by e-mail at Valerie.Elliott@noaa.gov.

Sincerely,



for William W. Stelle, Jr.  
Regional Administrator

cc: Sharon Rainsberry, DON  
Stephanie Sleeman, DON  
Jim Muck, USFWS



## United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Washington Fish and Wildlife Office  
510 Desmond Dr. SE, Suite 102  
Lacey, Washington 98503



MAR - 4 2016

In Reply Refer To:  
01EWF00-2015-1-0412

Captain T.A. Zwolfer  
U.S. Naval Base Kitsap  
ATTN: Stephanie Sparks  
120 South Dewey St.  
Bremerton, Washington 98314-5020

Dear Captain Zwolfer:

Subject: Land-Water Interface and Service Pier Extension Projects

This letter is in response to your March 10, 2015, request for the U.S. Fish and Wildlife Service's (Service) concurrence with your determination that the Land-Water Interface and Service Pier Extension Projects "may affect, but are not likely to adversely affect" bull trout (*Salvelinus confluentus*) and marbled murrelet (*Brachyramphus marmoratus*). The projects are located within Hood Canal at Naval Base Kitsap Bangor (Bangor). We received your letter and Biological Assessment, dated March 10, 2015, on March 12, 2015. The Service requested additional information on April 16 and 17; July 8, 23, and 24; and August 5 and 10, 2015, regarding removal of the creosote-treated timber piles, sound attenuation, compensatory mitigation, location of abutments related to the mean higher high water (MHHW) line, and pile driving sound analysis. The Service received replies to our request, including revised Biological Assessments, on June 10, July 10, 23, 30, and August 8, 2015.

Due to the U.S. Navy's (Navy) Northwest Testing and Training consultation, the Service was unable to attend a meeting that was held on August 25, 2015, between the National Marine Fisheries Service (NMFS) and the Navy. A summary of the meeting was provided by Valerie Elliott (NMFS) on August 26, 2015. The Navy provided changes to the summary on August 27, 2015. Additional emails between NMFS and the Navy on the project were sent on August 31, and September 23 and 24, 2015. The Navy provided a summary of the project changes and updated drawings to the Service on January 12, 2016. The Service initiated consultation on January 12, 2016. This informal consultation has been conducted in accordance with section 7(a)(2) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Captain T.A. Zwolfer

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The Navy is proposing to construct two separate projects at Bangor. The Land-Water Interface Project includes modifying the existing port security barrier system to extend across the intertidal zone and attach to concrete abutments at the shoreline. The Service Pier Extension Project involves construction of an extension to the existing Service Pier to accommodate the berthing of submarines for maintenance. The two projects involve the following elements:

1) Land-Water Interface Project

- Construct two abutments, with nearby observation posts and stairs, for the attachment of the port security barrier. The north abutment will be approximately 72 feet long by 40 feet high, and the south abutment is designed to be approximately 72 feet long and 20 feet high. Each abutment will have 20-foot-long wing walls on each side. Both abutments will be located above the MHHW line. The abutments will be made of concrete. All Land-Water Interface Project construction will be conducted on land which may involve cutting a bench into the hillside to create space for the equipment to operate from. All in-water work will occur in the dry and/or during low tide.
  - Abutments will be supported by 36-inch diameter steel piles, 15 for the north abutment and 16 for the south abutment. Piles will be placed in auger dug holes with a solid concrete base.
  - Observation posts, each approximately 15 by 20 feet, will be supported by ten 24-inch diameter steel piles. Five 24-inch diameter temporary piles will be installed to construct the observation post. Piles will be installed with a vibratory hammer and proofed to load bearing weight.
  - Each abutment will have two sets of stairs. One to the observation post and one to the base of the abutment. Five 36-inch diameter piles will be installed for both sets of stairs at each abutment. Piles will be installed with a vibratory hammer and proofed to load bearing weight.
  - Temporary sheet-pile cofferdams will be constructed to isolate the work area and create a dry area to install the piles for both the abutments and the stairs that lead to the base of the abutment. The length of the cofferdams will be 140 feet and 190 feet for the north and south cofferdams respectively. Cofferdams will be installed in the dry with vibratory pile drivers.
  - Riprap armor rock will be placed at the base of each of the abutments and stairs to protect the structures from erosion. Riprap and armor rock will be placed 10 feet out for the entire length of each abutment and each set of stairs. The riprap and armor rock will be covered with excavated beach material. If additional armoring is needed to protect the toe of the abutments from erosion, the Navy will implement soft armoring techniques, such as the use of large woody material.



Captain T.A. Zwolfer

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- Relocate 1,200 feet of the existing port security barrier, along with three existing buoy and anchor systems, and add 100 feet of new port security barrier (two units) and one new buoy and anchor system at the north abutment. Relocate 1,200 feet of existing port security barrier, along with the three existing buoy and anchor systems, and add 200 feet of new port security barrier (four units) and one new buoy and anchor system at the south abutment.
  - Each of the new port security barrier units is 50 feet long and supports a 9-foot high fence. Each unit is supported on three pontoons; a center pontoon 18 feet long, and two end pontoons, each 6 feet long. A metal-grating guard panel 42 inches high is suspended between the pontoons.

Summary: The existing port security barrier at Bangor will be modified by relocating a total of 2,400 feet of barrier fencing and six buoy and anchor systems and installing 300 feet of new fencing and two new buoy and anchor systems. Two abutments with observation posts will be constructed. The abutments will be constructed above the MHHW line. To protect the footings of new structures, approximately 1,440 square feet of new armor rock will be placed at the base of the abutments and 1,600 square feet at the base of the stairs. All of the armored rock will be covered by beach material and is located in the upper intertidal area except for 720 square feet which is above the MHHW line.

## 2) Service Pier Extension

- Remove an existing wave screen, including 36 creosote-treated timber piles. Piles will be removed with a clam shell or similar method and will be cut at the mud line if splitting or breakage occurs.
- Construct a new 540-foot-long and 68-foot-wide extension to the existing Service Pier.
  - Install 230 36-inch diameter steel piles for the extension pier, 50 24-inch diameter steel piles for small craft mooring, and 105 18-inch square concrete fender piles. Steel piles will be installed with a vibratory pile driver and proofed with an impact pile driver as needed. Concrete piles will be installed with an impact pile driver.
  - Install a new 200-foot-long wave screen under the existing Service Pier. The height of the screen will be 27 feet below to 7 feet above the mean lower low-water (MLLW) line. The screen will be attached to existing support piles.
- Attach a new 150-foot-long and 15-foot-wide float to the south side of the existing Service Pier.
- Construct the following new facilities on the pier or on land: 1) a Pier Services and Compressor Building at the south end of the existing Service Pier, 2) Waterfront Ship Support Building on the existing parking lot, a 3) new 421-space parking lot, 4) a 1,800-square foot utility pad, and 5) road improvements.

Captain T.A. Zwolfer

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Summary: The Service Pier Extension includes removal of an existing wave screen and installing a new screen under the existing Service Pier. The Service Pier will be extended by 540 feet and a new float, 150 by 15 feet, will be installed on the south side of the exiting pier.

The Navy will provide compensatory mitigation funds to the Hood Canal Coordinating Council's In Lieu Fee Mitigation Program to compensate for the permanent loss of nearshore habitat and shading of eelgrass and impacts to other marine habitats associated with the new 44,000 square foot service pier, impacts to forage fish spawning habitat and nearshore drift associated with placement of armor rock in the upper intertidal area, and grounding of the new sections of the PSB on the beach and in shallow water at low tide. No information is available on location or mitigation ratios for the project. The project involves numerous conservation measures to minimize project impacts. Some conservation measures are described above under the Land-Water Interface Project, other conservation measures include the following:

- In-water work will be limited to the July 16 to January 15 work window.
- To minimize beach substrate disturbance of the intertidal zone when the security barrier grounds out during low tide, each center pontoon of the port security barrier units would be fitted with three "feet" and the two outer pontoons would be fitted with two "feet."
- A Stormwater Pollution Prevention Plan will be implemented to control stormwater discharges.
- An absorbent oil containment boom will be placed around all construction activities.
- A bubble curtain or other noise attenuating device will be used during impact pile driving.
- All trees that need to be removed to clear areas for buildings or parking lots will be cut down outside of the marbled murrelet nesting season (April 1 to September 23).
- At sea monitoring for marbled murrelets will occur during impact pile driving.

The action area is defined by the farthest reaching physical, chemical, and biotic effects of the action on the environment. The project involves vibratory and impact pile driving that will result in increased sound pressure levels. The action areas, both in-water and terrestrial, are based on the geographic extent of increased sound pressure levels generated during construction (impact and vibratory pile driving) attenuating to background levels. The measures of the farthest-reaching effects include the distance that underwater sound generated by the action intersects with a land mass or where it attenuates to background levels. The Service assumes that sound travels in a straight line and is absorbed by land and does not reflect or bend. The in-water action area is defined as Hood Canal from the Hood Canal Floating Bridge to a line between Misery Point, near Seabeck, Washington, and Oak Head at the south end of Toandos Peninsula. The terrestrial action area is defined as a distance of 3,200 feet surrounding the construction area.

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**Bull Trout**

Bull trout use of Hood Canal is considered extremely rare. There are no records of bull trout in the marine nearshore areas of the Kitsap Peninsula and eastern shore of Hood Canal. Bull trout have been documented in estuaries and lower rivers of Hood Canal, including the Quilcene, Dosewallips, Duckabush, and Hamma Rivers on the western side of Hood Canal. Since the only known spawning area in Hood Canal is in the Skokomish River, these individuals would have moved along the marine nearshore areas to forage or overwinter in these rivers. It is unlikely these rivers provide spawning and rearing habitat but they have abundant prey base and may provide important foraging and overwintering habitat for bull trout originating from the Skokomish River. The Skokomish River, approximately 36 miles south of the project area, has the closest known bull trout population to the action area. Based on tagging information, bull trout in the South Fork Skokomish River appear to be fluvial (there is no documentation of anadromy based on tagged fish). Cushman Dam currently blocks all upstream access and most downstream access to the marine environment for bull trout in the North Fork Skokomish River.

The action will result in temporary impacts to increased sound pressure levels, water quality, native substrates, aquatic vegetation, the benthic invertebrate community, and decrease the complexity of the shoreline habitat. Over the long term, the project will have permanent impacts to the benthic invertebrate community and aquatic vegetation. The project will result in increased sound pressure levels during vibratory and impact pile driving. The Navy has performed acoustic testing on pile driving and bubble curtain attenuation. The Navy achieved an average peak sound pressure level attenuation reduction of 8 to 10 dB. The Navy assumes an 8 dB level of attenuation during impact pile driving will be achievable. Based on the sound analysis, the distance to bull trout injury thresholds are: 185 m for adult and subadult bull trout and 2,512 m for behavioral response. Because bull trout use of Hood Canal is rare, we do not expect bull trout to be present during the in-water work window within the area of potential harm and harassment. Therefore, effects to bull trout associated with potential exposure to injurious levels of underwater sound during impact pile driving are considered discountable.

The action will result in short-term localized increased turbidity, suspended sediment, and contaminants (creosote) during removal of the creosote-treated timber piles, installation of the steel, concrete, and sheet piles, and when incoming tides inundate disturbed areas where construction was conducted in the dry. Water quality may also be impacted through fuel or oil spills from construction equipment that operate within the project site. These effects will be intermittent and limited in physical extent and duration. Degraded water quality from these activities could result in temporary behavioral changes to bull trout through decreased visibility and foraging opportunities, and abandonment or avoidance of selected habitats within Hood Canal. In-water work including removal and installation of piles and anchors, and construction that occurs in the dry including installation of the cofferdams, installation of piles, and placement of riprap, armor rock and beach material will result in temporary or minimal loss of native substrates, aquatic vegetation, and prey abundance.

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Eelgrass is present along the shoreline of the Bangor waterfront. Eelgrass beds are found from the MLLW line to water depths of about 14 feet below MLLW. Project construction will result in temporary impacts to eelgrass through increases in turbidity and suspended solids and minor disturbance during construction. The Land-Water Interface Project will result in full and partial shading of approximately 370 square feet of eelgrass.

The project is located in and near documented Pacific sand lance (*Ammodytes hexapterus*) spawning locations. For the Land-Water Interface Project, the south abutment is located approximately 500 feet south of known Pacific sand lance spawning. At the north abutment, documented Pacific sand lance spawning begins at the proposed location of the abutment and extends 1,000 feet south. Pacific sand lance spawning also occurs along the shoreline of the Service Pier extension project. The proposed abutments will be constructed from land and will be above the MHHW line. The new shoreline armor rock will be covered by excavated beach material to provide soft armor and restore the intertidal substrate to its original substrate. The observation post at the north abutment will result in shading of 300 square feet of intertidal spawning habitat. The piles for the observation post may result in a small localized effect to sediment movement along the shore. For the Service Pier Extension Project, all new facilities will occur in waters greater than 30 feet below MLLW and will have minimal effects to forage fish. Because impacts to bull trout and their prey resources will not be measurable, the Service considers the effects of the project to bull trout to be insignificant.

### Marbled Murrelets

Marbled murrelets have been documented in the nearshore areas of Bangor, including the project area, since 2001 when the Kitsap Audubon Society conducted three annual Christmas Bird Counts surveys. In April and May 2007, eight pairs of marbled murrelets were recorded during shoreline surveys. In surveys beginning in 2008 along the nearshore and deeper waters of the Bangor waterfront, marbled murrelets were found along the entire 4.3-miles waterfront, including one immature marbled murrelet that swam under the Explosive Handling Wharf in September, 2008.

Based on the survey data for the at sea sampling unit across from Bangor, the mean density of marbled murrelets in the summer ranges from less than one to three birds per km<sup>2</sup> ([http://www.reo.gov/monitoring/reports/murrelet/WA\\_PSU\\_density\\_00\\_07\\_detailed.pdf](http://www.reo.gov/monitoring/reports/murrelet/WA_PSU_density_00_07_detailed.pdf)). No summer surveys are conducted immediately adjacent to the proposed project. In Conservation Zone I (Puget Sound and Hood Canal), marbled murrelet densities are greater in the winter than during the breeding season, which is partially attributed to immigration of marbled murrelets from British Columbia and juveniles on the water. Based on monitoring conducted by the Washington Department of Fish and Wildlife in the winter, from 0.4 to 5.2 marbled murrelets per km<sup>2</sup> were documented near the project site. However, these winter surveys were conducted from fixed wing aircraft in the 1990's and are not an accurate sampling method for detecting marbled murrelets. Based on the data from Nysewander et al. (2005, pp. 10, 13), we estimate a 1.84 increase in marbled murrelets densities in the winter compared to summer densities.

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During surveys conducted by the Navy as part of the Test Pile Program (September and October 2011), no marbled murrelets were observed. During surveys conducted by the Navy for the Carderock Dock, one to eight marbled murrelets were frequently observed and 12 to 31 marbled murrelets were intermittently sighted within a 1,000 m survey area. One marbled murrelet was observed during the construction of the second Explosive Handling Wharf between September 2012 and October 2013. This observation was in the vicinity of the Land-Water Interface and Service Pier Extension Projects. Based on the available data, the Service anticipates that marbled murrelets could be present within the project area at any time of the year in moderate to high densities.

Upland construction of the new facilities involves the removal of approximately seven acres of potential marbled murrelet nesting habitat. The Service conducted an onsite survey of potential nest trees in 2013. The Service identified a few trees with potential nesting platforms, but they occur in very low density and the stand is considered marginal habitat. Based on the Service's recommendation, the Navy relocated the parking lot to an area that would minimize impacts to potential nesting habitat. The Navy has also indicated that they will not fell any trees during the marbled murrelet nesting season (April 1 to September 23).

As described above under bull trout, the project will result in temporary increased sound pressure levels, impacts to water quality, native substrates, aquatic vegetation, forage fish, and the benthic invertebrate community, and will permanently degrade the complexity of the shoreline habitat. Monitoring for marbled murrelets will occur 19 meters from each pile during impact pile driving and will be conducted according to an approved monitoring protocol. If any marbled murrelets are detected in the area of potential injury, pile driving will cease until the bird(s) leave the area voluntarily. The monitoring is intended to prevent injury of marbled murrelets from underwater sound pressure levels. With monitoring, the likelihood of marbled murrelets being exposed to injurious levels of underwater sound levels at any time of year is extremely low.

Because impacts to marbled murrelets and their prey resources will not be measurable, effects to marbled murrelets associated with impacts to forage fish and nearshore habitats are considered insignificant. Because the conifer stands at Bangor are relatively young and marginal habitat and tree removal within potentially suitable habitat will occur outside of the breeding season, the Service considers the effects of the project to nesting marbled murrelets to be discountable.

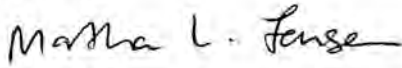
This concludes informal consultation pursuant to the regulations implementing the ESA (50 CFR 402.13). This project should be re-analyzed and re-initiation may be necessary if 1) new information reveals effects of the action that may affect listed species or critical habitat in a manner, or to an extent, not considered in this consultation, 2) if the action is subsequently modified in a manner that causes an effect to a listed species or critical habitat that was not considered in this consultation, and/or 3) a new species is listed or critical habitat is designated that may be affected by this project.

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The Service requests that the Navy notifies us of the amount of mitigation funds provided to the Hood Canal In-Lieu Fee Program for project impacts and if at any time large woody material is used to protect the toe of the abutments. If you have any questions about this letter or our joint responsibilities under the ESA, please contact Jim Muck at (206) 526-4740 or email at [jim\\_muck@fws.gov](mailto:jim_muck@fws.gov).

Sincerely,

  
for Eric V. Rickerson, State Supervisor  
Washington Fish and Wildlife Office



DEPARTMENT OF THE NAVY  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

5090  
Ser PRB4/01092  
25 May 16

Ms. Rebekah Padgett  
Washington Department of Ecology  
3190 160<sup>th</sup> Avenue SE  
Bellevue, WA 98008

SUBJECT: FEDERAL CONSISTENCY DETERMINATION FOR THE LAND-WATER  
INTERFACE AT NAVAL BASE KITSAP BANGOR

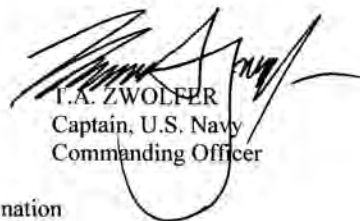
Dear Ms. Padgett:

In accordance with the Coastal Zone Management Act (CZMA), Naval Base Kitsap is submitting the attached Federal Consistency Determination for a proposed action to construct a Land-Water Interface (LWI) at Naval Base Kitsap Bangor, Silverdale, WA. The proposed action would enhance security at the perimeter of the Waterfront Restricted Area (WRA) by constructing physical barriers through shallow waters and onto the immediate upland areas at the northern and southern extent of the WRA.

Pursuant to Section 307 of the CZMA, the Navy has determined that implementing the LWI project would be consistent to the maximum extent practicable with Washington's Coastal Zone Management Program.

If you require further information or have any questions, please contact Dr. Robert Senner at (360) 396-0029 or robin.senner@navy.mil.

Sincerely,



T.A. ZWOLFER  
Captain, U.S. Navy  
Commanding Officer

Enclosure: 1: Federal Consistency Determination

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**COASTAL ZONE MANAGEMENT ACT**  
**FEDERAL CONSISTENCY DETERMINATION**

**Land-Water Interface (LWI)**



**NAVAL BASE KITSAP BANGOR**  
**SILVERDALE, WA**

**May 2016**

Prepared By:

Naval Facilities Engineering Command Northwest  
1101 Tautog Circle  
Silverdale, WA 98315



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Naval Base Kitsap Bangor Land-Water Interface

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LIST OF ACRONYMS AND ABBREVIATIONS

CFR	Code of Federal Regulations
CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Program
EIS	Environmental Impact Statement
ESA	Endangered Species Act
FLUPSY	floating upweller system
LWI	Land-Water Interface
MHHW	mean higher high water
MLLW	mean lower low water
NAVBASE	Naval Base
Navy	U.S. Department of the Navy
PSB	port security barrier
RCW	Revised Code of Washington
SMP	Shoreline Master Program
USEPA	U.S. Environmental Protection Agency
WDOE	Washington Department of Ecology
WRA	Waterfront Restricted Area

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**1.0 INTRODUCTION**

The U.S. Department of the Navy (Navy) proposes to complete the perimeter of the Waterfront Restricted Area (WRA) at the Naval Base (NAVBASE) Kitsap Bangor waterfront, Silverdale, in Hood Canal, by constructing a land-water interface (LWI) connecting the existing on-water Port Security Barrier (PSB) system to the existing on-land Waterfront Security Enclave. This document provides the State of Washington with the Navy's Federal Consistency Determination under Coastal Zone Management Act (CZMA) Section 307(c)(1) and Title 15 of the Code of Federal Regulations (CFR), Part 930, sub-part C (15 CFR 930 C). NAVBASE Kitsap Bangor is, by law and Washington State policy, not part of the coastal zone. In accordance with Washington's Coastal Zone Management Program (Washington Department of Ecology [WDOE] 2001):

"The Coastal Zone Management Act specifically excludes from the coastal zone, those lands that are, by law, subject solely to the discretion of, or held in trust by, the federal government. The CZMA's regulations provide that states must exclude from their coastal zone designations the lands that the federal government owns, leases, holds in trust, or otherwise has sole discretion to determine their use. These "excluded federal lands" within the boundaries of Washington's coastal zone are:

- Military reservations and other defense installations (e.g., Fort Lewis, Bangor Naval Submarine Station, Naval Air Station Whidbey Island)..."

Since both in-water and land-based construction and operation of the proposed action could have effects on resources within the coastal zone (outside of the base boundaries), this Consistency Determination evaluates the potential effects of all project components.

**2.0 SUMMARY DETERMINATION**

Pursuant to Section 307 of the CZMA, 16 United States Code § 1456, as amended, and its implementing regulations (15 CFR 930), this is a Federal Consistency Determination for constructing a LWI on NAVBASE Kitsap Bangor. The Navy has evaluated the proposed action and has found that it is consistent to the maximum extent practicable with the Enforceable Policies of the Washington State Coastal Zone Management Program (CZMP). The proposed action occurs within the existing Hood Canal Naval Restricted Area No. 1 as defined in 33 CFR 334.1220. NAVBASE Kitsap Bangor is a restricted naval facility located on the east shore of Hood Canal, in Kitsap County, Washington (Figures 1 and 2). The proposed action includes mitigation to compensate for impacts to aquatic resources. The Navy's compensatory mitigation is the payment of fees to the proposed Hood Canal Coordinating Council In-Lieu Fee program. The Navy will also provide treaty mitigation for impacts to tribal treaty resources.

The Navy's review is provided below.

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*Naval Base Kitsap Bangor Land-Water Interface*

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**3.0 PROPOSED FEDERAL AGENCY ACTION**

The Navy proposes to construct and operate the LWI at the north and south seaward ends of the existing Waterfront Security Enclave at the NAVBASE Kitsap Bangor waterfront (Figure 3). The proposed action consists of in-water and land-based construction and operations. The Navy would construct two concrete abutments at the shore bluff to which the LWI structures would attach; each abutment would also include a stairway, an observation post, and a lighting tower. The new and relocated PSB pontoons would shade approximately 2,730 square feet of nearshore habitat. The new stairways and observation posts would cover approximately 2,340 square feet of upper intertidal habitat. Up to 65 permanent hollow steel piles would be needed to construct the abutments, stairways, and observation posts. A third, existing observation post on Marginal Wharf would be demolished and replaced without in-water work. Some project elements would affect the surrounding upland landscape.

Construction is planned to start in 2016. The in-water and terrestrial construction would occur over approximately 2 years. In-water work would be subject to timing and seasonal restrictions.

**3.1 PSB INSTALLATION**

The Navy proposes to modify the existing PSB system to extend across the intertidal zone to attach to concrete abutments that would be built at the shoreline (Figure 4). For the north LWI, approximately 1,200 feet of the existing PSB system would be relocated and 100 feet of new PSB would be added (Figure 5). Four existing buoys and associated anchors (Figure 6) would be relocated. The mooring system for two of the four relocated buoys would be reduced from three anchor legs to two anchor legs, each with one clump anchor and one 10-ton anchor. For the south LWI, approximately 1,200 feet of the existing PSB system would be relocated and 200 feet of new PSB would be added (Figure 7). Three existing buoys and associated anchors would be relocated. One of these would have its anchor legs reduced from three to two, each with one clump anchor and one 10-ton anchor. One new buoy would be installed with two mooring legs (each with one clump anchor and one 10-ton anchor). Existing PSBs that are still serviceable would be configured into the new PSB alignment. When PSBs would be removed, they would be disassembled and recycled as scrap metal.

Each PSB unit would be 50 feet long and would support an 8-foot high fence on a metal frame (Figure 8). Each unit would be supported on three pontoons: a center pontoon 18 feet long, and two end pontoons each 6 feet long. The pontoons would be 42 inches in diameter. A metal grating (guard panel) 42 inches high would be suspended below the metal frame, between the pontoons. Because the height of this guard panel would be the same as the diameter of the pontoons, it would extend into the water the same distance as the pontoons (less than 1 foot). Openings to allow vessel passage through the barrier system would be created by disconnecting adjacent PSB units and towing the barrier out of the way.

On an average low tide, approximately 11 PSB units including 33 pontoons (north and south LWI combined) would "ground out" in the intertidal zone. Over the long term, which would include extreme low tides, approximately 18 PSB units including 54 pontoons would ground out in the intertidal zone. Five of these PSB units would ground out at the north LWI and 13 would ground out at the south LWI. To minimize the resulting disturbance of the intertidal zone, each



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center pontoon would be fitted with three “feet” and the outer pontoons would be fitted with two “feet” that would prevent an entire pontoon from contacting the sediment surface (Figure 8). These feet would be 12 by 24 inches in size and constructed of high-density polyethylene, a durable, inert plastic often used for water mains and sewer systems. Considering a total of 126 such feet (18 intertidal PSBs with 7 feet each), and that these feet would not always ground out at the same location, it is estimated that approximately 2,520 square feet of the intertidal zone would be disturbed over the long term (700 square feet at the north LWI, and 1,820 square feet at the south LWI). In addition, one buoy at the south LWI would ground out on an average low tide. Over the long term, including extreme low tides, three buoys (one at the north LWI and two at the south LWI) would ground out at low tide. These buoys are 30 inches in diameter. Over the long term, grounding out by these buoys would disturb approximately 74 square feet of seafloor.

The Navy has implemented design measures to minimize and avoid impacts to aquatic resources. Much of the overwater area is in the deep water environment, where little or no functional loss would occur as a result of the overwater structure. Substantial effort was made to minimize and avoid impacts that occur in the nearshore and shallow marine environment, particularly where marine vegetation such as eelgrass and macroalgae occur. In addition to design measures, measures to minimize and avoid construction impacts to aquatic resources are also included (Sections 5.1 and 5.2 below).

### 3.2 ABUTMENT AND UPLAND CONSTRUCTION

The north abutment would be approximately 40 feet high and 72 feet long. It would extend from an approximate elevation of 13 feet above mean lower low water (MLLW) to the top of the slope at elevation 50 feet. The south abutment would be approximately 20 feet high and 72 feet long. This abutment would extend from an elevation of approximately 11 feet above MLLW to the top of the slope at elevation 24 feet. The upper limit of the intertidal zone is considered to be mean higher high water (MHHW), approximately 11 feet above MLLW at NAVBASE Kitsap Bangor.

The north abutment would be supported on 15 36-inch steel piles and the south abutment would be supported on 16 36-inch steel piles. All piles would be driven on land by vibratory and impact methods. Each abutment would include a stairway on one end, from the top of the abutment to the LWI deck and base of the bluff, and on the other end an observation post installed adjacent to the abutment at the base of the cliff. At each abutment the stairs would be attached to the abutment wall and supported on five 24-inch steel piles driven to grade plus 6- by 2-foot concrete pads. Each observation post would be approximately 25 by 45 feet, supported on 12 30-inch steel piles, and include a second stairway to the base of the bluff. The piles for the stairways and observation posts would be driven at low tide (“in the dry”) using a crane mounted on top of the bluff. Pile driving for the abutments and observation posts would take a maximum of 30 work days. One 30-foot tall, on-land lighting tower would be installed on each abutment by bolting them to concrete foundations. These towers would be located within the extension of the Waterfront Security Enclave; no additional ground would be disturbed for the towers.

The abutment stair landings and observation posts would extend below MHHW; the area below MHHW occupied by these new structures would be approximately 142 square feet for both the north and south LWIs. The total area excavated below MHHW during abutment construction

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would be approximately 15,600 square feet. The total volume of material below MHHW for abutment construction would be approximately 2,889 cubic yards and the fill volume would be 2,911 cubic yards. Riprap placed below MHHW would cover approximately 4,100 square feet, with a volume of 303 cubic yards. Construction of the abutment and observation post at the south LWI would require removal of a portion of the existing creosote timber seawall. Similar to stairway and observation post piles, abutment, stair, and observation post work would also be conducted at low tide in the dry. Beach contours would be returned to pre-construction conditions following construction, except for the areas occupied by the new structures. The areas where riprap is placed will be covered in a sandy beach material. All bluff slopes disturbed by construction of the abutment would be stabilized using riprap. The riprap would be placed below the abutment walls to elevations just below MHHW. A temporary sheet pile cofferdam would be constructed to create a dry area to install piles for the abutment. The lengths of the proposed coffer dams are 140 feet for the north abutment, 160 feet for the north stairs, 190 feet for the south abutment, and 160 feet long for the south stairs. The observation posts would be provided with a potable water line, and with a wastewater line connecting to the base sanitary sewer system. These lines would be attached to the walkways/trestles leading to the observation posts.

A third observation post 600 square feet (56 square meters) in area would be installed on the deck of Marginal Wharf, at the seaward apex of the wharf (Figure 3) and would include removal of an existing observation post. This new observation post would be similar in configuration but smaller than the two shoreline observation posts (Figure 4). The post would be constructed of reinforced concrete. There would be no in-water construction; no part of this observation post would extend into the water, and no new over-water area would be created. Communication cables would be installed from an existing hub under an existing roadway to access the wharf, using standard construction methods that would include patching of the roadway after construction.

Construction of the abutments would disturb a total of approximately 47,000 square feet of upland area and would require excavation of approximately 6,245 cubic yards of soil and fill of 6,966 cubic yards including the concrete. The south abutment would include a gravel path to Sealion Road. The staging area for both LWI construction sites would be a 5.4-acre site near the intersection of Archerfish and Seawolf Roads (Figure 3). This site has been used for staging other construction projects and is highly disturbed.

### 3.3 CONSTRUCTION SCHEDULE

Upland construction would take approximately 540 days; equipment would include backhoes, bulldozers, loaders, graders, trucks, and a crane/pile driver. Overall project construction would begin in August 2016 and end in August 2018. All in-water work would take place in one in-water work season, August 1, 2016, to January 15, 2017. Materials and equipment for the in-water work would be brought in by barge, while materials and equipment for abutment construction would be brought in by truck. The number of construction workers is estimated at 100. Best management practices and impact reduction measures that would be implemented to avoid or minimize potential environmental impacts associated with the proposed action are discussed in Section 5.1 below.

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*Naval Base Kitsap Bangor Land-Water Interface*

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**4.0 PURPOSE AND NEED**

The Navy proposes to complete the perimeter of the WRA at NAVBASE Kitsap Bangor by constructing and operating physical barriers through shallow waters and onto the immediate upland areas at the northern and southern extents of the WRA. The purpose of the LWI is to comply with Department of Defense directives to protect OHIO Class ballistic missile submarines from increased and evolving threats and to prevent the seizure, damage, or destruction of military assets. The need for the LWI is to enhance security at the WRA and comply with security requirements.

**5.0 COASTAL RESOURCE IMPACTS**

This section describes the LWI's impacts to coastal resources outside the boundaries of NAVBASE Kitsap Bangor and associated Naval Restricted Areas (Figure 2), which are excluded from the coastal zone (WDOE 2001).

Because species occurring at NAVBASE Kitsap Bangor include migratory and other highly mobile species, impacts occurring within the boundaries of NAVBASE Kitsap Bangor could affect species occurring outside those boundaries at times and therefore within the coastal zone. Construction impacts on biological resources would include minor turbidity from PSB mooring anchor removal and placement and boat movement. Limiting abutment work below MHHW to the in-water work season of July 15 to January 15 would minimize potential impacts on Endangered Species Act (ESA)-listed salmonids. Construction of the LWI would require no in-water pile driving, thus avoiding resulting underwater noise impacts to marine biota. Marine mammals (pinnipeds) and marbled murrelets could be exposed to airborne noise from driving of the abutment piles. However, airborne pile driving noise is not expected to result in behavioral disturbance of pinnipeds or marbled murrelets, and would have no measurable impacts on ESA-listed fish.

Since no public recreational uses occur at the LWI project sites, construction would have no direct impact to recreational uses or access in the surrounding community. However, nearby recreational and residential areas may experience elevated noise levels during construction. State standards would not be exceeded. Pile-driving would occur during limited daylight hours only. The Navy would notify the public prior to construction. Operations of the LWI would be consistent with current operations at the Bangor waterfront, and would not have a direct impact to adjacent land uses or recreation in the communities of Vinland and Silverdale, the closest off-base residential areas to the proposed LWI structures.

In order to maintain adequate levels of safety for vessel navigation during in-water construction activities, a Notice to Mariners would be issued to minimize navigational hazards outside the existing floating security fence. In addition, barge trips through the Hood Canal Bridge would be scheduled to avoid peak commuting hours. Additional openings of the Hood Canal Bridge for barge traffic would result in delays of 30 minutes per month on average on SR-104 during the single in-water construction season (August 1, 2016 through January 15, 2017). Construction-related road traffic would have minor impacts (a few seconds or less) on several intersections on the base during both the a.m. and p.m. peak hour. Additional traffic volumes from construction

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*Naval Base Kitsap Bangor Land-Water Interface*

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traffic may create longer wait times to enter the base, particularly during the a.m. peak hour, as vehicles queue up to pass through the security checkpoint.

Construction activities are expected to last approximately 2 years, including one in-water work season. During this period, heavy equipment (pile-drivers, tugs, skiffs, generators) would generate emissions. Additional emissions would occur from deliveries of materials by tug and barge, onshore delivery vehicles, and construction worker vehicles (approximately 100 construction workers are expected at times). Best Available Control Technology, as required by Puget Sound Clean Air Agency Regulation I, would be implemented to reduce fugitive (including visible) emissions. The proposed action is located within an attainment area for all criteria pollutants under the Clean Air Act; therefore, General Conformity would not be applicable. Construction and operations would not have a significant impact to the air quality of adjacent properties in the Kitsap County coastal zone.

### 5.1 CURRENT PRACTICES AND BEST MANAGEMENT PRACTICES

Several measures have been identified to avoid, reduce, and mitigate the effects of the projects on sediments, water quality, and biological resources of Hood Canal. These are described in more detail in Appendix C to the Environmental Impact Statement, and are summarized here:

- **Storm Water Pollution Prevention Plan.** Construction and operations of the LWI will be conducted in accordance with Clean Water Act requirements and Storm Water Pollution Prevention Plan to ensure no violations of state water quality and to avoid and minimize potential for adverse impacts to water quality from stormwater runoff.
- **Spill Prevention Control.** Construction and operation of the LWI will be managed to minimize the likelihood of adverse impacts to water quality resulting from accidental spills and releases of petroleum products through implementation of the existing Integrated Contingency Plan. This plan is reviewed and approved by the U.S. Coast Guard and WDOE. Absorbent oil containment booms will be placed around the in-water construction area to contain accidental oil or hazardous materials spills to minimize the exposure of fish and wildlife species and their habitats to spills.
- **Construction Debris Control.** The contractor will prepare and implement construction debris management procedures as required by the Clean Water Act Section 401 Water Quality Certification for the project. Debris will be prevented from entering the water during all construction work. During in-water construction activities, the contractor will deploy and maintain floating booms no farther seaward than the 100-foot designated construction corridor to collect and contain floatable materials. Any accidental release of equipment or materials will be immediately retrieved and removed from the water.
- **Propeller Wash Control.** To minimize disturbances of the seafloor from propeller wash, vessel traffic will be excluded from shallow areas outside of the 100-foot construction zone, which would be marked using temporary buoys or other visual guides. Additionally, shallow draft, low horsepower tugboats would be used in the nearshore area and for extended operations in areas shallower than about 40 feet below M.L.L.W.
- **Work Vessel Grounding Control.** Construction barges will avoid grounding during low tides. Spudding/anchoring in existing eelgrass habitat will be avoided wherever possible.

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*Naval Base Kitsap Bangor Land-Water Interface*


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Vessel operators will be provided with maps of the project site with eelgrass beds clearly marked. The abutments and observation posts will be built from land.

- **Mooring and Anchoring Plan.** To minimize the potential for seafloor disturbances, the contractor will submit a mooring and anchoring plan for approval by the Contracting Officer. The plan will identify measures to avoid or minimize impacts on bottom habitats from line or anchor drag.
- **Protection of Water Quality During Construction and Operation.** Construction activities will be in accordance with the U.S. Environmental Protection Agency (USEPA) Construction General Permit. For compliance with the Energy Independence and Security Act of 2007, the Navy will maintain site hydrology to the maximum extent feasible. Design of upland features (e.g., laydown area) will consider the USEPA guidance for compliance with the Energy Independence and Security Act (USEPA 2009) as well as other relevant technical information regarding methods to improve stormwater retention and quality.
- **In-water Work Timing Window.** To avoid impacts on ESA-listed fish species, abutment construction will be conducted within the in-water work window (July 15 through January 15).

## 5.2 MITIGATION MEASURES

Construction noise would likely result in behavioral disturbance of ESA-listed fish (salmonids and rockfish), ESA-listed marbled murrelet, birds protected under the Migratory Bird Treaty Act, and marine mammals protected under the ESA and/or Marine Mammal Protection Act. The following mitigation measures would be used to minimize the potential for noise-related impacts to marine species during construction of the LWI:

- **Use of Vibratory Driver in Lieu of Impact Hammer.** Pile driving would occur on land or at low tide (“in the dry”). A vibratory pile driver would be the primary method for driving piles; an impact hammer would be used primarily to proof vibratory driven piles, but also to drive piles which cannot be driven to the required depth using a vibratory pile driver because of geotechnical conditions.
- **Soft-Start.** During impact pile driving, a soft-start approach would be used to induce marine mammals to leave the immediate area. This soft-start approach requires contractors to initiate noise from hammers at reduced energy, followed by a waiting period. Due to mechanical limitations, soft starts for vibratory driving will be conducted only with drivers equipped with variable moment features. Typically, this feature is not available on larger, high-power drivers. The Navy will use the driver model most appropriate for the geologic conditions at the project location, and will perform soft starts if the hammer is equipped to conduct them safely.
- **Timing Restrictions.** Construction activities would not be conducted between the hours of 10:00 p.m. and 7:00 a.m. Between July 15 and September 23, impact pile driving would occur only between 2 hours after sunrise and 2 hours before sunset to protect foraging marbled murrelets during the breeding season. Between September 24 and January 15, in-water construction activities would occur during daylight hours (sunrise to sunset). The Navy would notify the public about upcoming construction activities and noise at the beginning of each construction season.

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*Naval Base Kitsap Bangor Land-Water Interface*

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### 5.3 PROPOSED COMPENSATORY MITIGATION

#### 5.3.1 In-Lieu Fee Program

The Navy will, as part of the proposed action, undertake compensatory habitat mitigation in accordance with the Mitigation Action Plan. The Navy will purchase habitat credits from the Hood Canal In-Lieu Fee Program, which would implement appropriate mitigation actions in the Hood Canal watershed.

#### 5.3.2 Treaty Mitigation

For Treaty impacts to the Skokomish Indian Tribe, the Navy would fund a portion of the Tribe's non-federal share of the Skokomish River Restoration project. The Skokomish River Restoration project is being managed by the U.S. Army Corps of Engineers.

For Treaty impacts to the Port Gamble S'Klallam, Jamestown S'Klallam and Lower Elwha Klallam Tribes, the Navy will fund one or more of the following projects:

- Beach enhancement and shellfish seeding and at locations off Navy property. In this project, the Navy would enter into a cooperative agreement with the Port Gamble S'Klallam Tribe, or another entity, who would enhance beach substrate by the placement of appropriately sized gravel, sands, and shellfish seed. The placement would be likely done by barge.
- Development and implementation of a floating upweller system (FLUPSY) management plan. In this project, the Navy would enter into a cooperative agreement with the Port Gamble S'Klallam Tribe or another entity, who would hire an experienced and qualified consultant to develop operational procedures for the FLUPSY and provide start-up and operational advice. The project will also fund incidental equipment purchases and shellfish seed.
- Kilisut Harbor Restoration Project. This project will construct a bridge, replacing the causeway on State Route 116. The Navy would partner with the project sponsor, the North Olympic Salmon Coalition, to fund a portion of the project.

### 6.0 CONSISTENCY WITH ENFORCEABLE POLICIES

#### 6.1 SHORELINE MANAGEMENT ACT – CHAPTER 90.58 REVISED CODE OF WASHINGTON (RCW)

The project site is located within Kitsap County. Kitsap County has adopted the County of Kitsap Shoreline Master Program (SMP), consistent with the Washington State Shoreline Management Act and approved by WDOE. The Kitsap County SMP does not apply to lands owned by federal government, and Kitsap County considers NAVBASE Kitsap Bangor as non-designated (Kitsap County Code Title 22). Therefore, the policies of the Kitsap County SMP are not addressed in this coastal consistency determination.

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*Naval Base Kitsap Bangor Land-Water Interface*

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## 6.2 WASHINGTON STATE

The Navy reviewed use preferences for shorelines of statewide significance within the Washington State's Revised Code of Washington (RCW) 90.58.020; consistency is discussed below.

*(1) Recognize and protect the statewide interest over local interest;*

The TRIDENT submarine program remains a vital part of the nation's sea-based strategic deterrence mission. The LWI project is needed to enhance security within the WRA and comply with security requirements.

*(2) Preserve the natural character of the shoreline;*

The impacts from the project will occur on NAVBASE Kitsap Bangor, which is by definition outside of the coastal zone. Nevertheless, the proposed action has been designed to minimize impacts to the base shoreline. The natural character of the shoreline, off of Bangor, will be preserved.

*(3) Result in long-term over short-term benefit;*

The compensatory mitigation action will mitigate for impacts from the proposed action and will result in long-term benefits to Hood Canal.

*(4) Protect the resources and ecology of the shoreline;*

The proposed action has been designed to minimize impacts to the shoreline. The Navy's compensatory mitigation action will result in long-term protection of resources and ecology.

*(5) Increase public access to publicly owned areas of the shorelines;*

The proposed action would occur within the existing Hood Canal Naval Restricted area. Due to security restrictions, no public access currently occurs at the LWI project sites and none would occur after construction.

*(6) Increase recreational opportunities for the public in the shoreline;*

Due to security restrictions, no public recreational opportunities are currently available at the LWI project sites and none would occur after construction.

*(7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.*

RCW 90.58.100 provides guidelines for the development of local SMPs and does not apply to specific shoreline actions.

## 6.3 OTHER POLICIES

### 6.3.1 State Environmental Policy Act – Chapter 43.21C RCW

The proposed action is a federal action subject to the National Environmental Policy Act and therefore, the State Environmental Policy Act is not applicable.

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*Naval Base Kitsap Bangor Land-Water Interface*

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**6.3.2 Ocean Resource Management Act – Chapter 43.143 RCW**

The proposed action is located on Hood Canal, an estuarine tributary of Puget Sound, in Kitsap County, Washington. The enforceable policies of Chapter 43.143 RCW apply only to coastal waters of the Pacific Ocean, and do not apply to the proposed action.

**6.3.3 Clean Water Act – Chapter 90.48 RCW**

The Washington Clean Water Act, as amended, regulates discharges to the waters of the United States, including wetlands within Washington State. The design and implementation of the proposed action, including handling, storage, and disposal of hazardous materials and petroleum products, would adhere to applicable permit conditions and the water quality guidelines, policies, standards, and regulations of water quality management programs and regulatory agencies. The project would result in temporary construction actions including excavation below MHHW. These impacts would be mitigated through the proposed compensatory mitigation. The Navy has applied to the U.S. Army Corps of Engineers for a permit under Section 404 of the Clean Water Act, as well as Section 10 of the Rivers and Harbors Act, and to WDOE for a Section 401 Water Quality Certification. The Navy will comply with all permit requirements.

**6.3.4 Clean Air Act – Chapter 70.94 RCW**

The Washington Clean Air Act, as amended, provides for protection and enhancement of the state's air resources. The proposed action would not result in any permanent new sources of air pollutant emissions so a permit for a new source would not be required. Since the project is within an attainment area for all National Ambient Air Quality Standards, a conformity determination outlined in Section 176 (c) of the 1990 Federal Clean Air Act would not be required.

**6.3.5 Washington State Energy Facility Site Evaluation Council – Chapter 80.50 RCW**

The proposed action does not include the addition of any new energy facilities. The enforceable policies within Chapter 80.50 RCW do not apply.

**7.0 CONCLUSION**

Based on this information, data, and analysis, the proposed action is determined to be consistent to the maximum extent practicable with the enforceable policies of the Washington State Coastal Zone Management Program.

**8.0 REFERENCES**

- USEPA. 2009. Technical guidance on implementing the stormwater runoff requirements for Federal Projects under section 438 of the Energy Independence and Security Act. EPA 841-B-09-001. U.S. Environmental Protection Agency, Office of Water, Washington, DC. December 2009. [http://www.epa.gov/owow/NPS/lid/section438/pdf/final\\_sec438\\_eisa.pdf](http://www.epa.gov/owow/NPS/lid/section438/pdf/final_sec438_eisa.pdf).



*Naval Base Kitsap Bangor Land-Water Interface*

WDOE (Washington Department of Ecology), 2001. Managing Washington's Coast: Washington State's Coastal Zone Management Program. Publication 00-06-029. Washington Department of Ecology, Olympia, WA.

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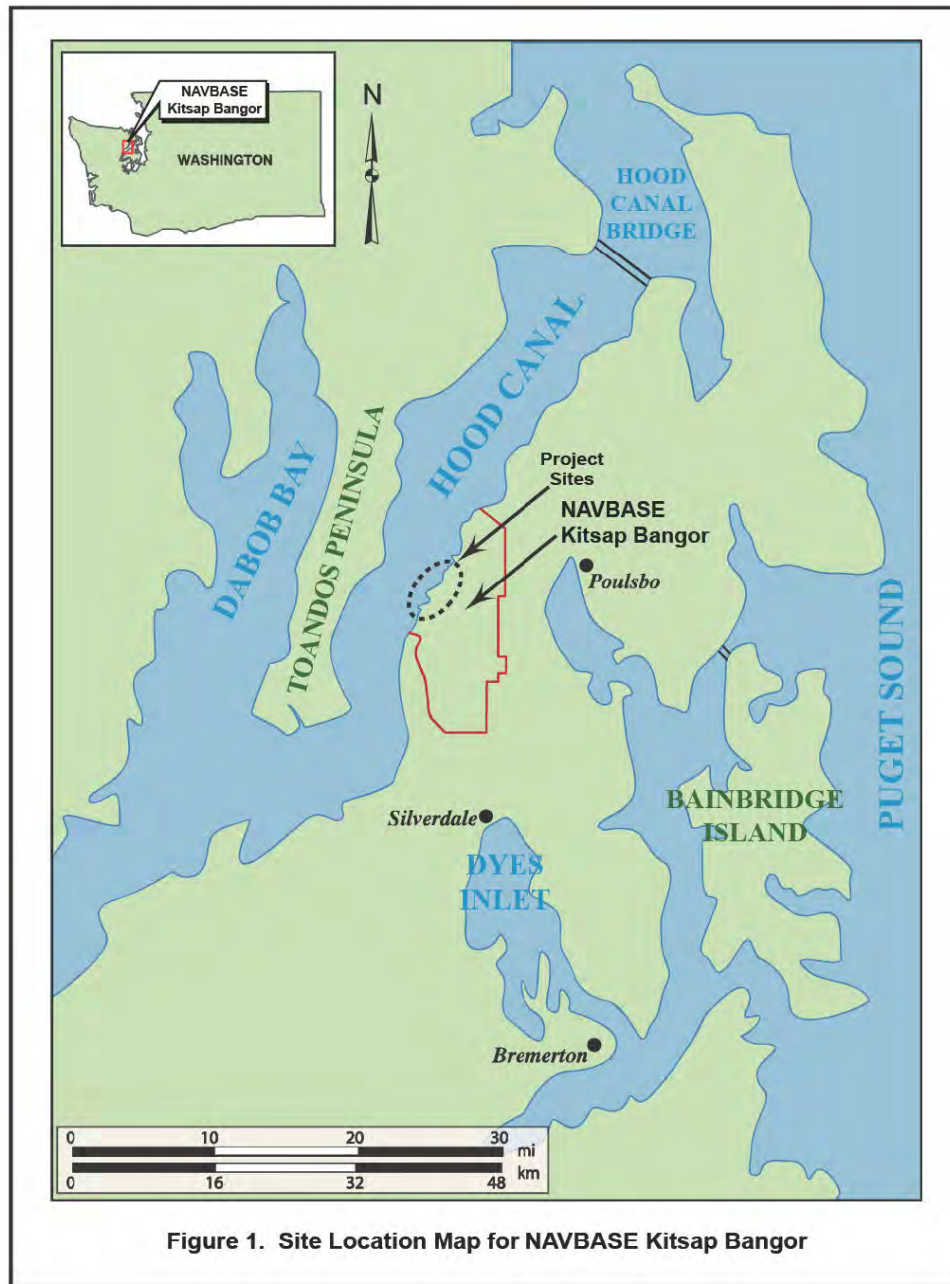
**FIGURES**

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*CZMA Federal Consistency Determination*

Naval Base Kitsap Bangor Land-Water Interface



*Naval Base Kitsap Bangor Land-Water Interface*



Naval Base Kitsap Bangor Land-Water Interface



Figure 3. Location of the LWI Project

*Naval Base Kitsap Bangor Land-Water Interface*

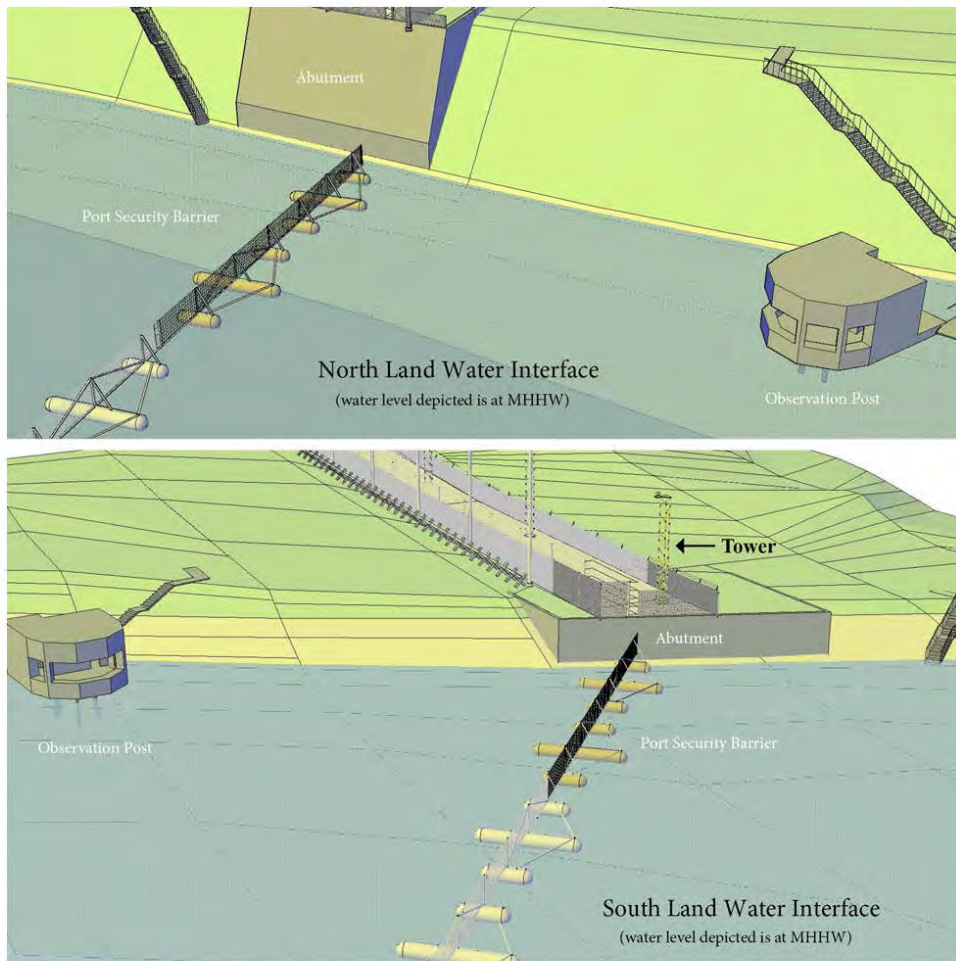


Figure 4. Depiction of LWI Features

Naval Base Kitsap Bangor Land-Water Interface

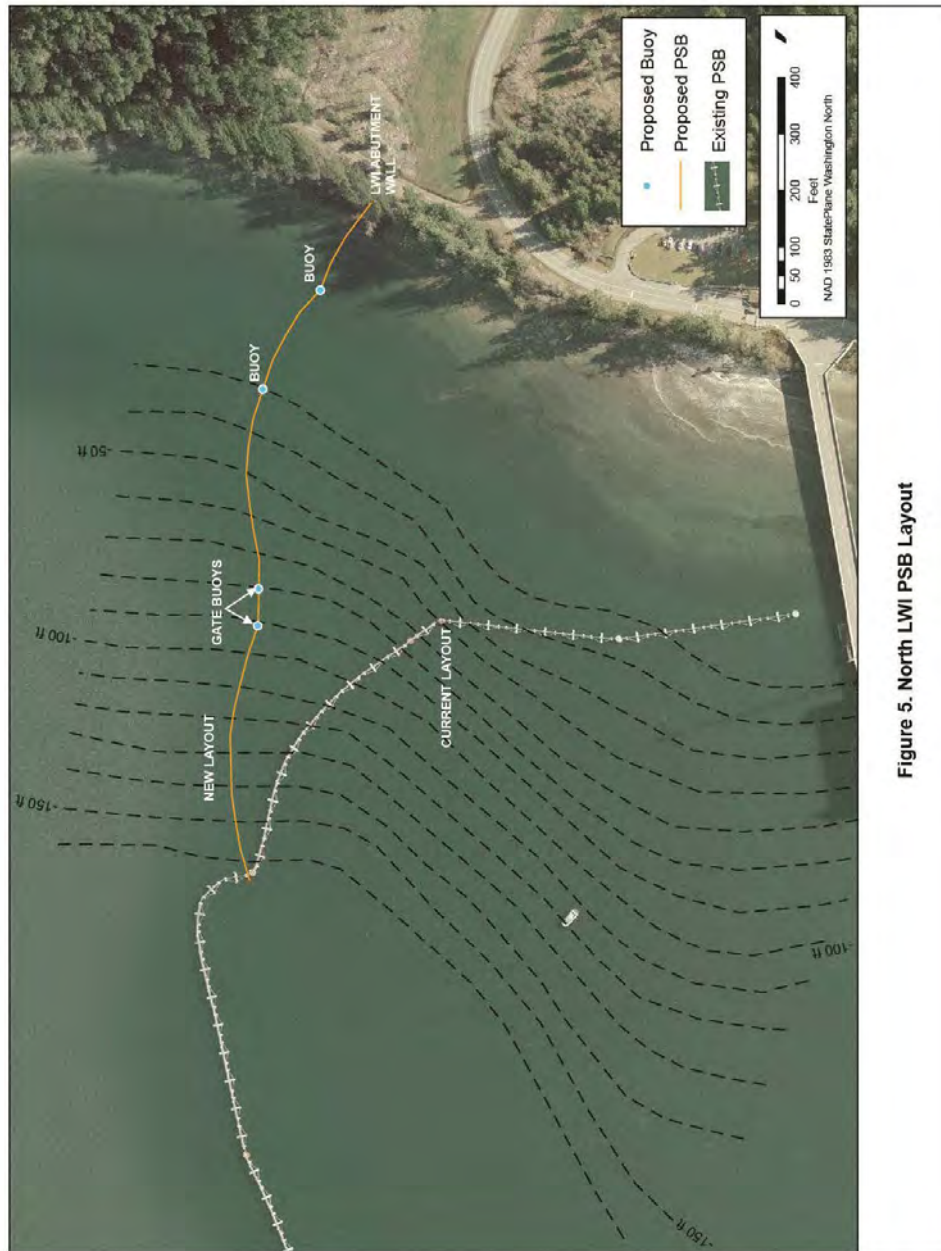
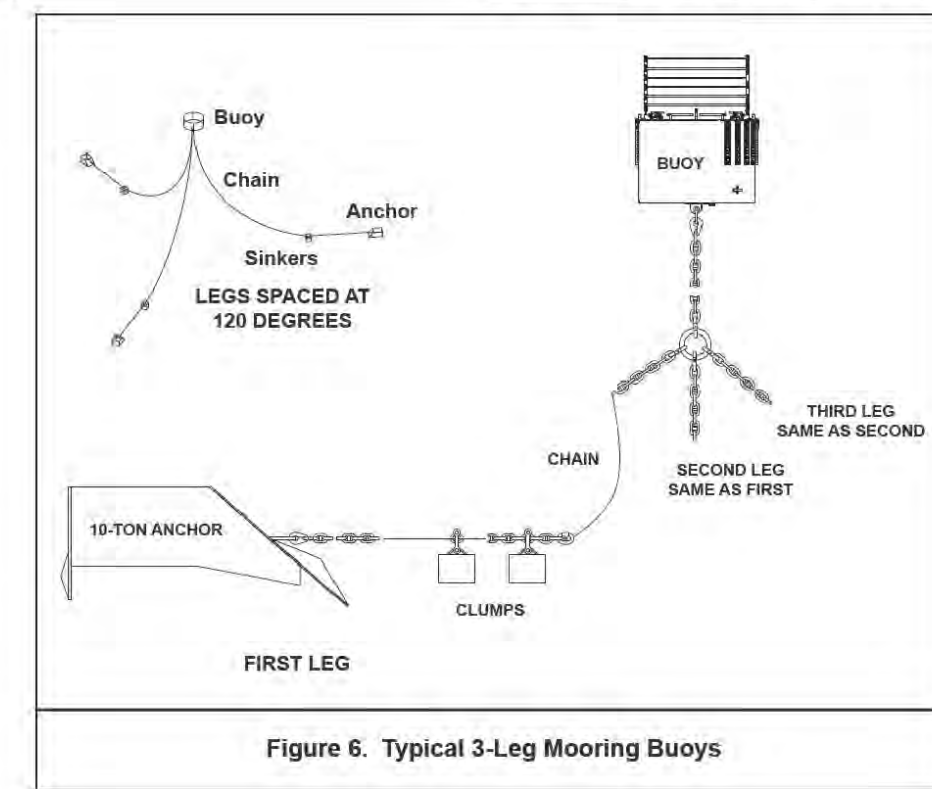


Figure 5. North LWI PSB Layout

Naval Base Kitsap Bangor Land-Water Interface



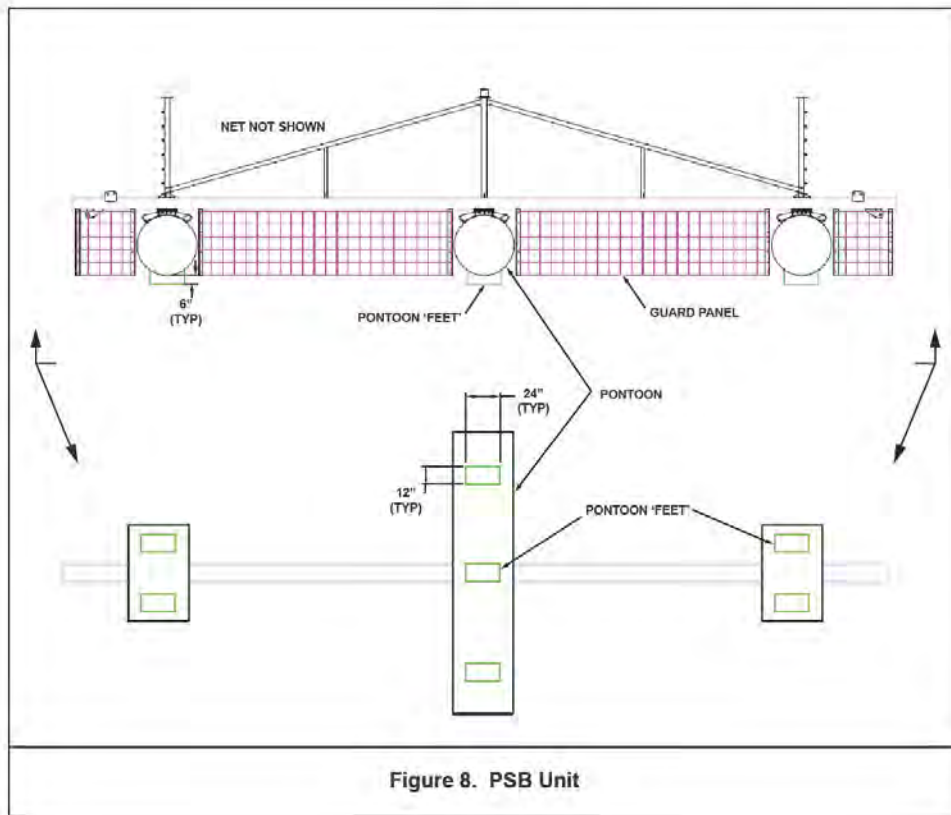


Naval Base Kitsap Bangor Land-Water Interface



Figure 7. South LWI PSB Layout

Naval Base Kitsap Bangor Land-Water Interface





**DEPARTMENT OF THE NAVY**  
NAVAL BASE KITSAP  
120 SOUTH DEWEY ST  
BREMERTON, WA 98314-5020

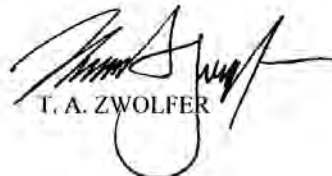
5090  
Ser PRB4/01218  
13 Jun 16

From: Commanding Officer, Naval Base Kitsap  
To: Mr. Brian Hooper, Department of the Army, Seattle District, Corps of Engineers  
Subj: LAND-WATER INTERFACE PROJECT AT NAVAL BASE KITSAP BANGOR  
Encl: (1) Joint Aquatic Resources Permit Application  
(2) Endangered Species Act Section 7 Biological Assessment  
(3) State Historic Preservation Officer (SHPO) Section 106 Concurrence

1. The Department of the Navy (Navy) proposes to construct a Land-Water Interface (LWI) at Naval Base Kitsap Bangor, Silverdale, WA. The proposed action would enhance security at the perimeter of the Waterfront Restricted Area (WRA) by constructing physical barriers through shallow waters and onto the immediate upland areas at the northern and southern extent of the WRA.

2. A Joint Aquatic Resources Permit Application is enclosed for your use. Also enclosed are the Biological Assessment submitted to USFWS and NMFS pursuant to Section 7 of the Endangered Species Act and the Section 106 SHPO letter of concurrence with the findings of no adverse effect to cultural resources.

3. If you require further information or have any questions, please contact Dr. Robert Senner at (360) 396-0029 or robin.senner@navy.mil.



T. A. ZWOLFER

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DEPARTMENT OF THE NAVY  
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5090  
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13 Jun 16

Ms. Rebekah Padgett  
Washington Department of Ecology  
3190 160th Avenue SE  
Bellevue, WA 98008

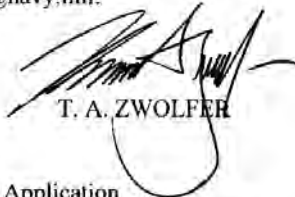
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Dear Ms. Padgett:

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T. A. ZWOLFER

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