

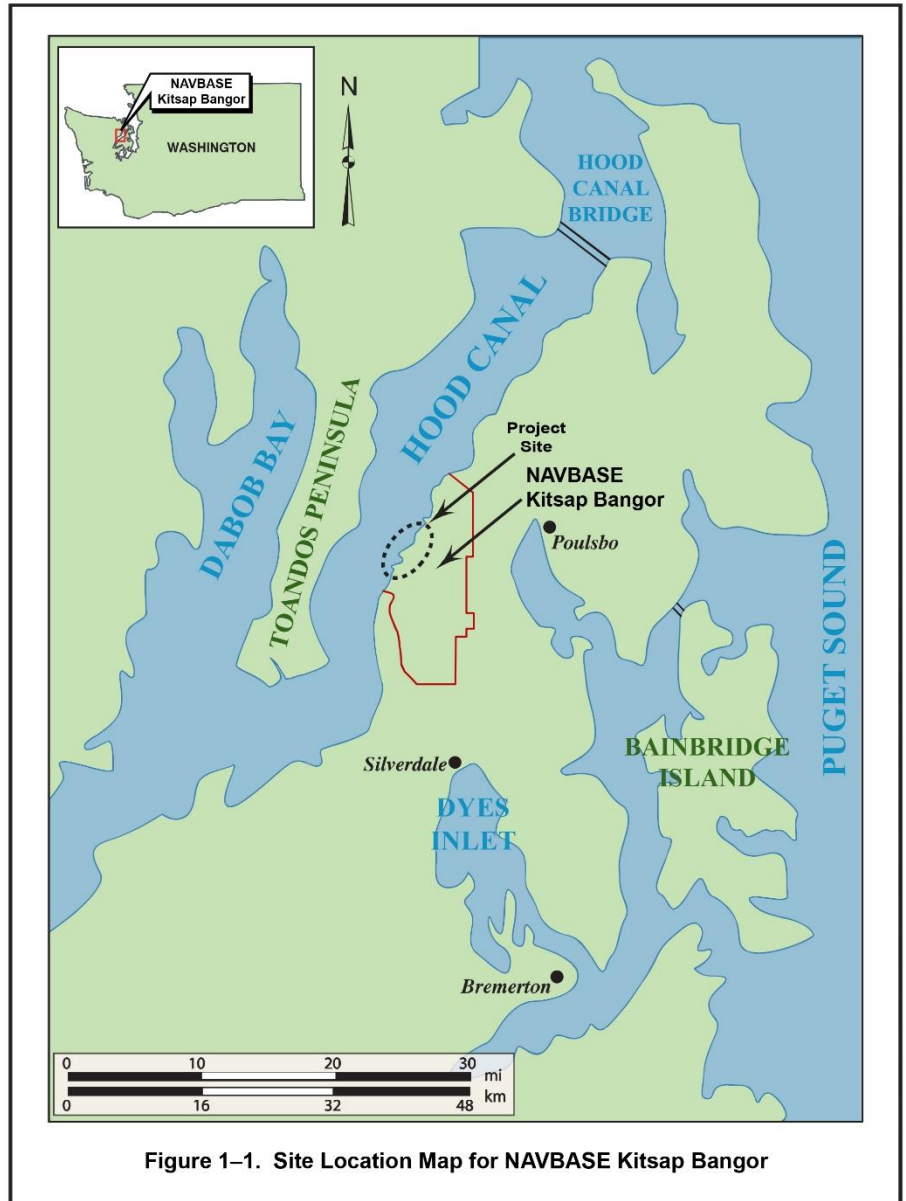


# Land-water Interface and Service Pier Extension On Naval Base Kitsap Bangor Supplemental EIS

## Introduction

The United States Department of the Navy (DoN) has prepared a Draft Supplemental Environmental Impact Statement (SEIS) to evaluate the potential environmental impacts that may result from constructing and operating an extension to an existing Service Pier and associated support facilities at the Naval Base (NAVBASE) Kitsap Bangor waterfront. NAVBASE Kitsap Bangor is located on Hood Canal, approximately 20 miles west of Seattle, Washington, where it provides berthing and support services to Navy submarines and other fleet assets.

The proposed pier extension project was previously assessed in a Final EIS for the Land-Water Interface (LWI) and Service Pier Extension (SPE) at NAVBASE Kitsap Bangor, dated July 2016. The 2016 Final EIS for LWI and SPE resulted in a Record of Decision (ROD) signed on September 8, 2016 that was for the LWI project only. Subsequent to the 2016 ROD, the U.S. Congress approved funding for the SPE project and the DoN updated the design, planned construction methods, and timing for the pier extension and associated support facility development.



In addition, the National Marine Fisheries Service had finalized new technical guidance in August 2016 for assessing underwater noise effects on marine mammals, which influenced requirements for regulatory consultation under the Endangered Species Act and the Marine Mammal Protection Act. Based on the project changes and the new regulatory guidance, the DoN determined that preparation of an SEIS was appropriate.

The SEIS addresses the SPE project only and evaluates resources and potential impacts resulting from new project design details and the new regulatory guidance. The SEIS incorporates by reference the 2016 Final EIS and refers frequently to sections of the EIS in which the information or analyses are still applicable.

# Proposed Action and Alternatives

The Proposed Action addressed in the SEIS is to construct and operate an extension to the existing Service Pier at NAVBASE Kitsap Bangor and associated support facilities on the pier and at two nearby upland sites. The SPE would provide two additional berths for maintenance of existing homeported and visiting submarines. As in the 2016 Final EIS, the SEIS evaluates two action alternatives: a short pier extension (520 feet long by 68 feet wide) and a long pier extension (975 feet by 68 feet). The No Action Alternative was also evaluated, but did not change from the 2016 Final EIS.

## Changes to “Short Pier” Alternative 2 from the 2016 Final EIS:

- a reduction in the length of the pier extension from 540 feet to 520 feet
- a smaller total surface area of the pier (from 44,000 to 38,924 square feet)
- 203 permanently installed steel 36-inch diameter steel piles (27 fewer than in the Final EIS)
- 103 concrete 18-inch diameter fender piles (2 fewer than the Final EIS)
- 27 temporarily installed steel 36-inch diameter that would be installed and subsequently removed using a vibratory pile driver
- a smaller area permanently displaced by piles (from 1,965 square feet to 1,705 square feet) but with an additional 189 square feet of temporary displacement from the 27 temporary piles
- a one day decrease in the estimated total number of days of in-water pile driving (from an estimated 161 days to 160 days) and reduced impact pile driver strikes (louder than vibratory driving) from 2,000 strikes/day to no more than 1,600 strikes/day
- upland development area (approximately 4 acres) would no longer be revegetated after construction but would remain a permanent gravel covered storage/laydown area (resulting in a total of 7 acres of permanently disturbed area)

## Changes to “Long Pier” Alternative 3 compared to the 2016 Final EIS:

- addition of 50 temporarily installed steel 36-inch diameter falsework piles that would be installed and subsequently removed using a vibratory pile driver
- additional area (353 square feet) displaced by piles (temporarily) due to installed falsework piles
- upland development area (approximately 4 acres) would no longer be revegetated after construction but would remain a permanent gravel covered storage/laydown area

## Construction of the SPE project would be implemented in a two-phase process, with each phase estimated to last 2 years:

- Phase 1: Fall 2018 to Fall 2020 - includes waterfront construction of the pier extension (including support facilities on the pier) and the upland development of both a construction laydown/staging area and a new 420-space parking lot (with associated road and utility improvements)
- Phase 2: Fall 2020 to Fall 2022 - includes construction and operation of an upland waterfront ship support building at the site of an existing parking lot

Compared to the SPE action evaluated in the 2016 Final EIS, this proposed timing represents an extension of the overall construction period from an estimated 2 years to approximately 4 years.

**Alternative 2 is the Navy’s Preferred Alternative.**



# Summary of Environmental Impact Analysis

Potential impacts from Alternative 2 (Preferred) are briefly summarized below for environmental resources that were described in detail in the SEIS. The analysis of other resources (land use/recreation; airborne noise; aesthetics and visual quality; socioeconomics; environmental justice and protection of children; cultural resources; traffic; and air quality) did not change considerably from the 2016 Final EIS.

The Navy would implement appropriate measures and practices to minimize and mitigate impacts on the community and environment from the Proposed Action. See Appendix C of the SEIS for the Navy's proposed Mitigation Action Plan.

The proposed action would result in unavoidable but less than significant impacts to:

- **Marine Water Quality** - due to temporary and localized disturbance of bottom sediments, and localized post-construction scouring and accumulation of sediments around new piles.
- **Marine Vegetation and Invertebrates** - including direct localized disturbance of green macroalgae and permanent and temporary loss of small amounts of benthic habitat and invertebrate community during pile installation/removal, plus localized indirect impacts from suspended sediment and increased water turbidity.
- **Fish and Essential Fish Habitat (EFH)** - due to periodic and temporary pile driving noise, indirect effects noted above related to water quality and marine vegetation and invertebrates, and long-term transition from soft bottom benthic habitat to hard bottom habitat on new pile surfaces.
- **Marine Mammals** - due to pile driving noise during construction and indirect impacts noted above to habitat of prey species. Pile driving would affect individual marine mammals, but would not cause population-level impacts.
- **Marine Birds** - due to construction noise and indirect effects noted above to prey species.
- **Geology, Soils, and Water Resources** - due to construction disturbance of soils and small increased potential for erosion and stormwater runoff.
- **Native American Traditional Resources and Tribal Treaty Rights** - due indirectly to temporary noise effects on fish availability and increased barge traffic during in-water construction.

A Biological Assessment and an EFH Assessment were submitted to the National Marine Fisheries Service (NMFS) in compliance with the Endangered Species Act (ESA) and Magnuson-Stevens Fishery Conservation and Management Act. Reinitiating ESA consultation with the U.S. Fish and Wildlife Service is not required. The DoN also submitted an application to NMFS for an Incidental Harassment Authorization in accordance with the Marine Mammal Protection Act.

The DoN will apply to appropriate state and federal agencies for all required permits, including a Section 401 Water Quality Certification, a Construction Stormwater Permit, and a Rivers and Harbors Act permit. In compliance with the Coastal Zone Management Act, the DoN is also preparing a Coastal Consistency Determination, to be submitted to Washington Department of Ecology in Fall of 2017.

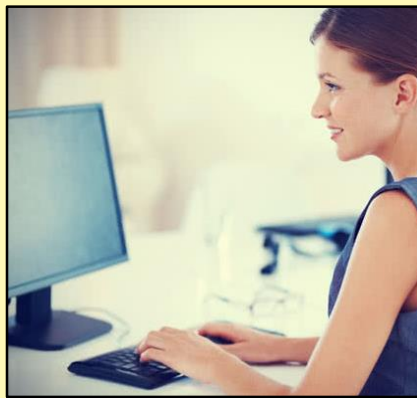
The DoN began government-to-government consultation with potentially affected American Indian tribes in 2012. A Memorandum of Agreement between the DoN and the Skokomish Indian Tribe was signed on March 3, 2016. The DoN continues to provide the Skokomish Tribe with updates on changes to the proposed action. Government-to-government consultation with the Port Gamble S'Klallam Tribe, Jamestown S'Klallam Tribe, and Lower Elwha Klallam Tribe is in progress.

# The National Environmental Policy Act and Public Involvement

NEPA requires U.S. federal agencies to identify and consider the potential environmental impacts of proposed activities before proceeding with a major action. The Navy prepared the Draft SEIS to analyze potential environmental impacts from the proposed Service Pier Extension project.

## Public Involvement Opportunities

On August 18, 2017, the Navy released the Draft SEIS for public review and comment. The Navy welcomes comments on the accuracy and adequacy of the environmental analysis. Public comments are considered in the development of the Final EIS. The Navy will not proceed with the Proposed Actions until the NEPA process is complete.



Copies of the Draft SEIS can be downloaded from the project website at: [www.nbkeis.com/lwi](http://www.nbkeis.com/lwi) or by asking for it at the following public libraries:

Bremerton (Sylvan Way), Port Hadlock, Port Townsend, Poulsbo, Seattle Central, and Silverdale.

## For More Information

For more information about the Land-Water Interface and Service Pier Extension SEIS, visit the project website at [www.nbkeis.com/lwi](http://www.nbkeis.com/lwi).

Public involvement is a fundamental part of developing the Land-Water Interface and Service Pier Extension SEIS. The Navy welcomes and appreciates your comments.

**Comment on the Draft SEIS** by completing an on-line comment form on the project website, or by mailing your comments to:

NAVFAC Northwest  
LWI/SPE SEIS Project Manager  
1101 Tautog Circle  
Silverdale, WA 98315-1101

All Comments must be received by **October 2<sup>nd</sup>, 2017** for consideration in the Final SEIS.

## SEIS Timeline

Notice of Intent to Prepare the SEIS  
**March 13, 2017**

Draft SEIS  
**August 18, 2017**

Draft SEIS Public Comment Period  
**August 18 – October 2, 2017**

Final SEIS  
**February 2018**

30-day Waiting Period  
**February – March 2018**

Record of Decision  
**Spring 2018**

