



# WELCOME

**The U.S. Navy and U.S. Coast Guard welcome you to the Public Meeting.**

**Proposed Pier and Support Facilities for Transit Protection System (TPS) at U.S. Coast Guard (USCG) Air Station/Sector Field Office Port Angeles, Washington**

**The Navy proposes to construct and operate a pier and support facilities as a staging location for TPS vessels and crew.**



**The purpose of the public meeting is to provide information on the proposed project and provide an opportunity for the public to comment on the proposal.**

**Navy and USCG personnel are available to discuss the Proposed Action and the ongoing environmental planning process. The Navy welcomes your written comments on this project.**

**Thank you!**





# NEPA PROCESS AND PUBLIC INVOLVEMENT



## NEPA

### The National Environmental Policy Act of 1969

The National Environmental Policy Act (NEPA) requires federal agencies to analyze the potential environmental effects of a proposed action before making decisions. The NEPA process allows federal agencies to make informed decisions and allows citizens the opportunity for involvement in the decision-making process. Depending on whether the proposed action is likely to have significant environmental effects, an agency may develop an Environmental Assessment (EA) or an Environmental Impact Statement (EIS).

An agency will develop an EA to evaluate the reasonably foreseeable environmental impacts when impacts are not known or to comply with NEPA when no significant impacts are anticipated.

The Navy has prepared an EA to evaluate the potential environmental effects associated with the construction and operation of a pier and support facilities for the Transit Protection System (TPS) at the U.S. Coast Guard (USCG) Air Station/Sector Field Office Port Angeles, Clallam County, Washington. The Proposed Action would occur on federal property and adjacent waters in the Port Angeles Harbor.



## The Environmental Assessment Process

*Navy Prepared Description of Proposed Action and Alternatives (DOPAA)  
(Sept. 2014 - Jan. 2015)*

*Public Reviewed DOPAA and Public Meeting  
(Jan. 26 - Feb. 25, 2015)  
(Public Meeting on Feb. 5, 2015)*

*Navy Prepared Draft EA and Conducts Agency and Tribal Consultation  
(Fall 2015)*

*Public Review of Draft EA and Public Meeting  
(Nov. 30, 2015 – Jan. 28, 2016)  
(Public Meeting on Jan. 12, 2016)*

*Navy Prepares Final EA  
(Spring 2016)*

*Commander, Navy Region Northwest Signs Decision Document  
(Summer 2016)*

*Navy Releases Notice of Availability of Final EA and Decision Document  
(Summer 2016)*

## Public Involvement

The Navy and USCG invite you to comment on alternatives and the issues studied in the EA. Comments must be in writing and as specific as possible.

### You may provide written comments in THREE ways:

1. Fill out a comment sheet and drop it in the comment box
2. Email your comments to [NWNEPA@navy.mil](mailto:NWNEPA@navy.mil)
3. Mail your comments to:

Naval Facilities Engineering Command Northwest  
Attention: NEPA Project Manager/TPS Facilities  
1101 Tautog Circle, Room 203  
Silverdale, WA 98315-1101

An electronic copy of the Environmental Assessment is available for review at: <http://go.usa.gov/tAr4>

Written comments must be received by **Jan. 28, 2016**.



The Navy will consider all public input received at each phase of the NEPA process



# PROPOSED ACTION



## Proposed Action

To construct a pier and support facilities at the U.S. Coast Guard (USCG) Air Station/Sector Field Office Port Angeles located in Clallam County, Washington.

## Purpose

The purpose of the Proposed Action is to provide a staging location for Transit Protection System (TPS) vessels and crews that escort Navy submarines to and from their dive/surface points in the Strait of Juan de Fuca and Naval Base Kitsap Bangor.

## Need

The Proposed Action is needed to comply with USCG requirements for underway hour limitations and required crew rest between escort missions. Underway hours are defined as the time required for USCG crews to prepare for, perform, and complete small boat operations. The hour limits vary by boat size and type, and are shorter during high sea states and foul weather conditions.

## Key Components

- A pier consisting of piles and access trestle, with floating docks, and full hotel services for up to seven vessels
- Alert Forces Facility (AFF) with offices, mission briefing areas, and sleeping facilities for 20-30 personnel
- Ready Service Armory (RSA) for weapons and ammunition storage
- Diesel fuel storage and distribution system
- Associated site improvements
- Compensatory and treaty mitigation to restore intertidal, beach, and nearshore habitat

Some alternatives would require construction of a wave screen to provide protection from severe storm events.





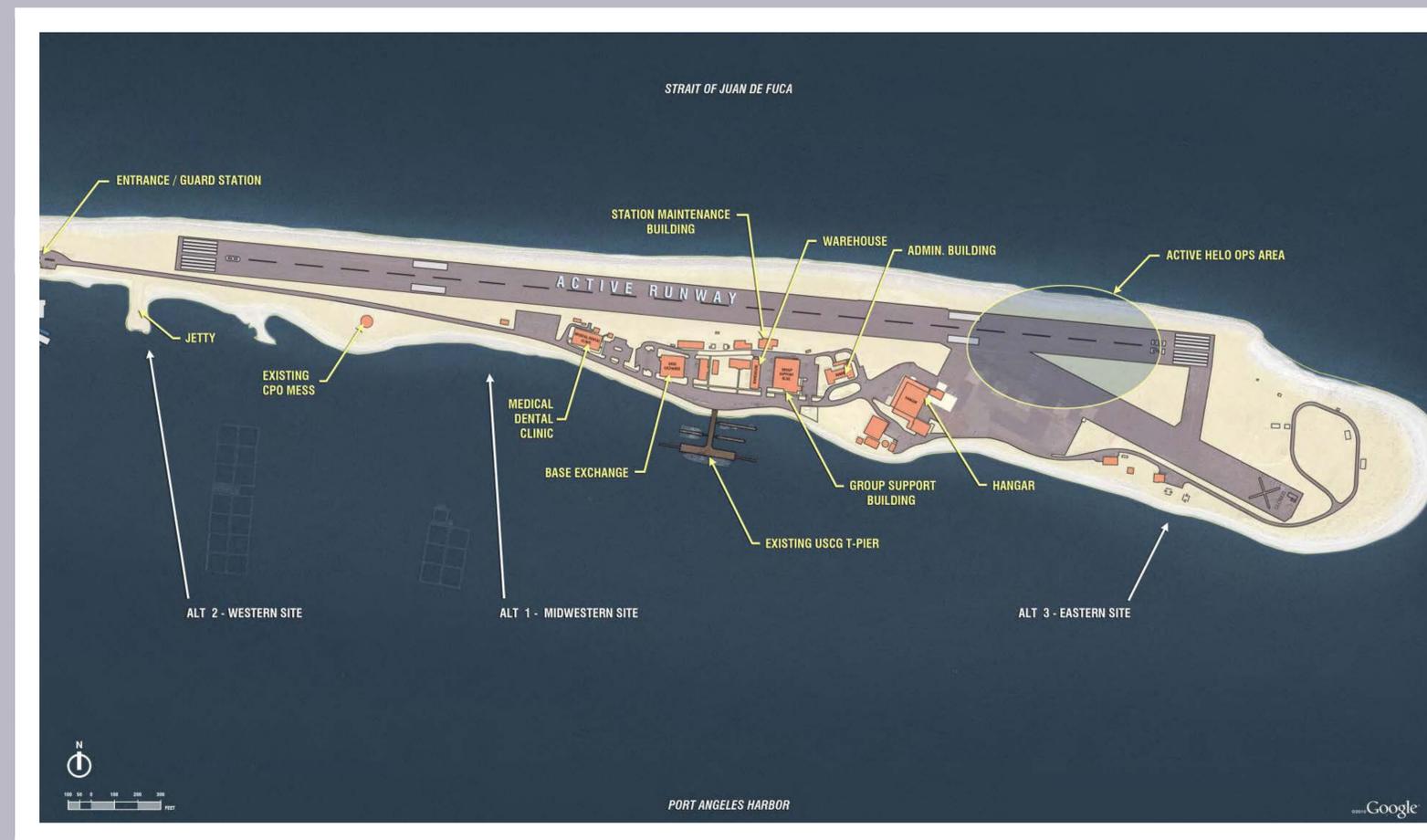
# ALTERNATIVES



## Alternatives Selection

The Navy developed the following criteria to assess whether potential alternatives met the purpose and need of the Proposed Action. The criteria consist of technical, operational, and environmental requirements. The following minimum criteria must be met by an action alternative to fulfill the purpose of and need for the Proposed Action:

- Proximity to the Strait of Juan de Fuca (location of the dive/surface points) to remain within the crew endurance limits
- Provide dedicated berthing for Transit Protection System (TPS) vessels 24 hours a day, 7 days a week
- Located on property owned or controlled by the federal government
- Comply with physical security requirements for the TPS mission
- Avoid adversely impacting existing U.S. Coast Guard (USCG) search and rescue station operations
- Ability to utilize existing facilities and utilities infrastructure
- Provide personnel support activities for TPS crews including access to base recreation, medical/dental services, retail and other services
- Avoid or minimize environmental impacts to the maximum extent practicable



## Alternatives

The Navy is currently considering three action alternatives for analysis in the Environmental Assessment (EA) that meet the purpose and need.

### Alternative 1: Midwestern Site (Preferred Alternative)

The pier would be located west of the existing medical/dental clinic and the existing USCG T-Pier.

### Alternative 2: Western Site

The pier would be located at the western end of the USCG AIRSTA/SFO Port Angeles near the entrance gate and on the existing rock riprap jetty.

### Alternative 3: Eastern Site

The pier would be located approximately 1,800 feet to the east of the existing T-Pier.

### No Action Alternative

Under the No Action Alternative, the Navy would not construct a dedicated pier and upland facilities to support the staging of TPS vessels at USCG AIRSTA/SFO Port Angeles.





# ENVIRONMENTAL ANALYSIS

## Key Environmental Findings

The EA did not identify any significant effects from the proposed pier project.

### Biological Resources

- Potential temporary impacts to ESA-listed marbled murrelet and non-ESA listed marine mammals due to airborne noise during impact pile driving.
- Potential short-term temporary impacts to Puget Sound Chinook, Puget Sound steelhead, Hood Canal Summer-run Chum, Coastal-Puget Sound bull trout, Pacific eulachon, and North American green sturgeon due to underwater noise during impact pile driving.

### Noise

- Potential noise impacts during pile driving to adjacent or nearby properties (e.g. Puget Sound Pilots Station).

### American Indian Traditional Resources

- Potential impacts to treaty rights due to overwater structure shading and its effect on marine habitat.

### Socioeconomic

- Loss of revenue to Icicle Seafoods due to early harvest of commercial fish for one rearing cycle.

## Proposed Mitigation

All action alternatives include compensatory mitigation for loss of aquatic resources and mitigation for impacts on treaty reserved rights and resources.

### Compensatory Mitigation

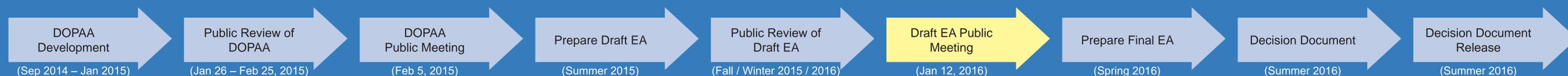
Under Alternatives 1 and 3, compensatory mitigation would remove fill and a bulkhead located in aquatic tidelands off the south shoreline of Ediz Hook east of the USCG AIRSTA/SFO Port Angeles, and contour the shoreline. Because Alternative 2, if selected, would utilize the proposed compensatory mitigation site, other compensatory mitigation would be developed in consultation with the U.S. Army Corps of Engineers.

### Treaty Mitigation

The proposed mitigation for impacts on treaty reserved rights and resources would involve restoration at a location presently used by Icicle Seafoods, Inc. as a laydown area. This restoration would remove existing rock armoring, imported fill and debris, concrete/asphalt pads, and storage structures. The site would be graded to create a low-slope beach. Clean suitable-sized gravel/sand beach nourishment and large woody debris would be added and appropriate native vegetation planted in the back beach areas. A nearby derelict building (the former City of Port Angeles Thunderbird concession stand) would also be removed. The proposed treaty mitigation would be the same for all alternatives.



## EA Schedule



The Navy will consider all public input received at each phase of the NEPA process