



US Army Corps
of Engineers
Seattle District



Joint Public Notice

Application for a Department of the Army Permit and a Washington Department of Ecology Water Quality Certification and Coastal Zone Management Consistency Concurrence

US Army Corps of Engineers

Regulatory Branch
Post Office Box 3755
Seattle, WA 98124-3755
Telephone: (206) 316-3975
ATTN: Brian Hooper,
Project Manager

WA Department of Ecology

SEA Program
Post Office Box 47600
Olympia, WA 98504-7600
Telephone: (360) 407-6068
ATTN: SEA Program,
Federal Permit Coordinator

Public Notice Date: June 23, 2016

Expiration Date: July 23, 2016

Reference No.: NWS-2015-107

**Name: U.S. Navy (Pier and Support
Facilities for Transit Protection
System)**

Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Washington Department of Ecology (Ecology) have received an application to perform work in waters of the U.S. as described below and shown on the enclosed drawings dated June 10, 2016.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Ecology will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws and the Coastal Zone Management Act.

APPLICANT: U.S. Navy, Naval Base Kitsap
Attention: Captain T.A. Zwolfer, Commanding Officer
120 South Dewy Street
Bremerton, Washington 98314-5020
Telephone: (360) 627-4000

AGENT: U.S. Navy, Naval Base Kitsap
Attention: Benjamin Keasler
7001 Finback Circle
Silverdale, Washington 98315
Telephone: (360) 396-5879

LOCATION: In Port Angeles Harbor at U.S. Coast Guard Air Station/Sector Field Office Port Angeles.

WORK: Construct a pier and upland support facilities for the Threat Protection System (TPS).

TPS Pier

The TPS pier would be designed to provide full hotel services (hotel services include electricity, potable water, sewer, internet, phone, fire protection, pier lighting, and fueling lines) and dedicated mooring for up to seven TPS vessels. There would be a total of six berths as the two blocking vessels would be moored side by side. The TPS pier would consist of a sheet pile abutment, approach trestle, fixed pier, three floats, and two mooring dolphins. Total overwater coverage of the TPS Pier would be 25,465 square feet. Nearshore coverage (lower than -30 feet mean lower low water) would be 8,650 square feet. There would be a total of

NWS-2015-107, U.S. Navy (Pier and Support Facilities for Transit Protection System)

144 in-water permanent piles that would displace 377 square feet of the seafloor. The total volume of concrete below mean higher high water poured into in-water piles would be 41.6 cubic yards. The majority of pile driving would be conducted with a vibratory pile driver. Impact pile driving would only be used to proof piles or under hard substrate conditions. All pile driving would occur over 75 days or less, with an estimated duration of impact pile driving ranging from a several minutes to a maximum of four hours per day. A bubble curtain would be used to attenuate underwater noise.

Sheet Pile Abutment Wall: A permanent 100-foot long sheet pile abutment would be constructed on the shoreline to protect the trestle connection to the land. This would require up to 60 steel sheet piles. The piles would be driven to a depth of 25 feet. The sheet pile abutment would be constructed landward of mean high water (MHW) and therefore would not be within the jurisdiction of the Corps.

Approach Trestle: The approach trestle would be up to 355 feet long and 24 feet wide. It would be constructed of precast concrete. The trestle would be supported by sixteen 18-inch, twelve 24-inch, and eight 36-inch diameter hollow steel pipe piles with concrete caps. The trestle piles would be driven to depths of approximately 75 to 80 feet. The trestle would be constructed between approximately +7 and -45 feet mean lower low water (MLLW).

Fixed Pier: The fixed pier at the end of the trestle would be constructed of precast concrete and be up to 160 feet long and 42 feet wide. The fixed pier would have two mooring dolphins that connect to the fixed pier via a catwalk. A total of 87 hollow steel pipes (ten 36-inch piles, forty-nine 30-inch piles, and twenty-eight 24-inch diameter piles with concrete caps) would be driven to support the fixed pier. The fixed pier piles would be driven to a depth of approximately 100 feet. The fixed pier would be constructed between -45 and -63 feet MLLW.

Floating Docks: Attached to the fixed pier would be three floating docks (floats). There would be two floats (80 feet long by 17 feet wide each) on the west side of the pier. These floats would be connected to each other and the fixed pier by a walkway and transfer span. On the east side of the fixed pier would be a single float (120 feet long by 12 feet wide) and that would be accessed via a transfer span from the pier.

Temporary Indicator Piles: The TPS pier would require up to 80 temporary 24-inch diameter steel indicator piles driven to a depth of 50 feet. The temporary piles would be installed for one to two weeks.

Upland Support Facilities

Upland support facilities would include a single-story sleeping and administration building; a Ready Service Armory (an ammunition and small-arms storage facility); a diesel fuel marine storage tank and distribution system; and site improvements including utilities, parking, lighting, security improvements, and landscaping. The upland support facilities would be constructed landward of MHW and therefore would not be within the jurisdiction of the Corps.

PURPOSE: The purpose of the project is to provide a staging location for 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.

ADDITIONAL INFORMATION: The project is designed to comply with U.S. Coast Guard (USCG) limits for underway hours 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.

Pile driving would occur for up to 75 days. Overwater construction would be completed in approximately 15 months. The total construction period would be 18 months. To comply with the in-water work window

NWS-2015-107, U.S. Navy (Pier and Support Facilities for Transit Protection System)

(July 16 through February 15) for Puget Sound Tidal Reference Area 10, in-water construction is estimated to begin in October 2016 and last through February 2017, begin again in July 2017 and finish in October 2017.

MITIGATION: The Navy proposes to remove a shoreline jetty and install native plants. A total of 7,650 cubic yards of fill affecting 24,600 square feet (0.56 acre) of aquatic tidelands off the south shoreline of inner Ediz Hook east of the USGC station entrance gate would be removed. The fill extends approximately 215 feet south from the shoreline and is protected by a rock and timber bulkhead capped by a concrete slab. The timber piles comprising the bulkhead would be cut off and capped below the mudline. The shoreline at the jetty site would be contoured to be consistent with the surrounding shoreline. A new, rock armored, embankment section would be tied into the exiting embankment by reusing the large rock removed from the jetty shoreline armoring to the extent possible. All other material removed from the jetty will be disposed of at an approved upland facility. All new armoring would be installed landward of MHW. 4,200 square feet of upland area located between the shoreline embankment and the adjacent access road that would be disturbed during removal of the jetty would be restored and planted with native plants.

ENDANGERED SPECIES: The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. The U.S. Navy, as the lead agency for ESA consultation, will consult with the NMFS and the USFWS as required under Section 7 of the ESA.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed action would impact EFH in the project area. The U.S. Navy, as the lead agency for a determination regarding EFH, will consult with the NMFS if necessary.

CULTURAL RESOURCES: The U.S. Navy, as the lead agency for determining compliance with Section 106 of the National Historic Preservation Act, will consult with the State Historic Preservation Officer and Native American Tribes as appropriate.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

EVALUATION – CORPS: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species,

NWS-2015-107, U.S. Navy (Pier and Support Facilities for Transit Protection System)

historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the U.S.

SOURCE OF FILL MATERIAL: The applicant has not yet identified the source of the fill material. Should a permit be issued, the Corps will evaluate the fill material source prior to the start of construction.

EVALUATION – ECOLOGY: Ecology is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Ecology will be considering all comments to determine whether to certify or deny certification for the proposed project.

ADDITIONAL EVALUATION: As a Federal agency, the U.S. Navy will contact Ecology directly to ensure the work is consistent with the Coastal Zone Management Program.

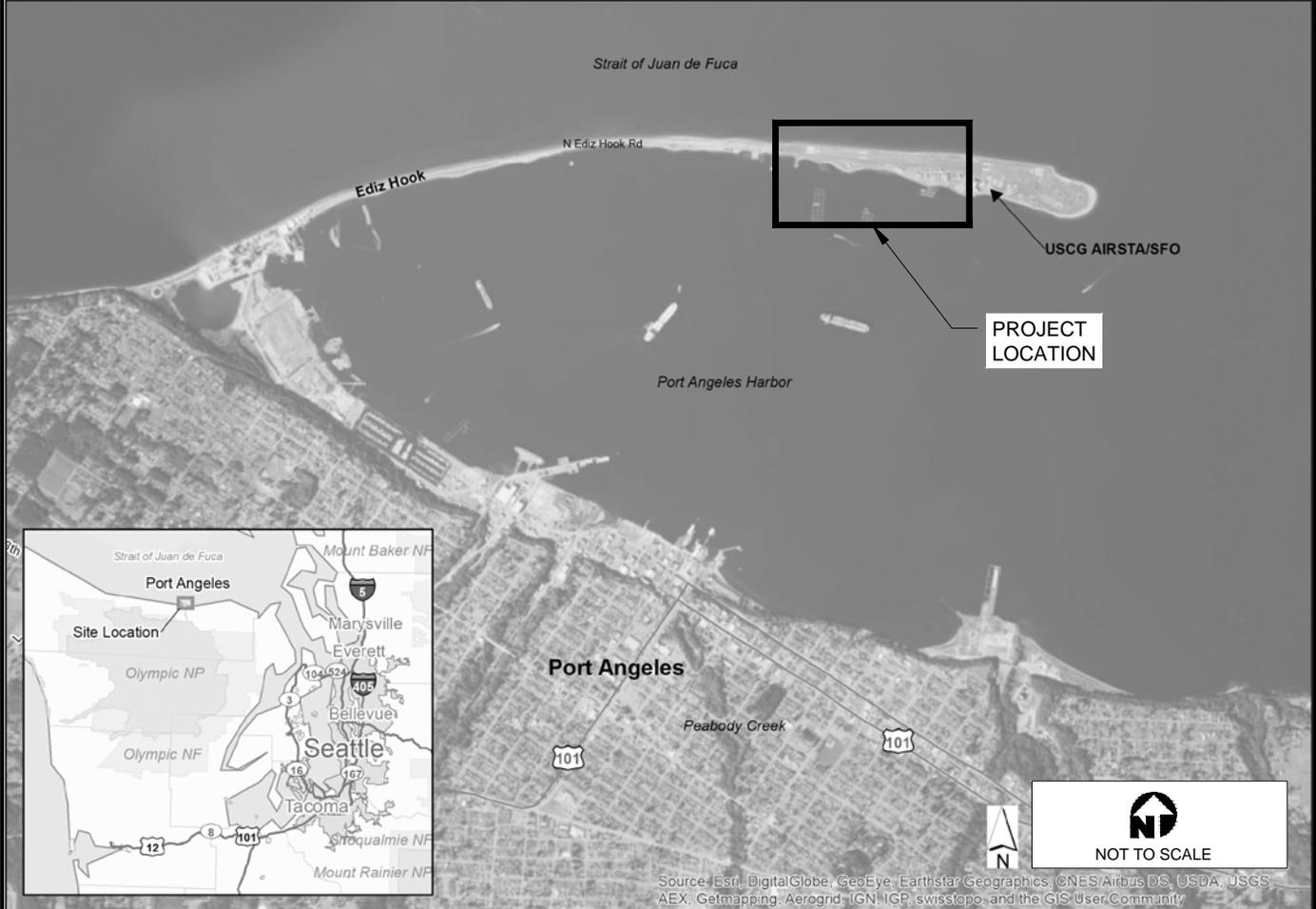
COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether authorizing the work would not be contrary to the public interest. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commenter's name, address, and phone number. All comments, whether conventional mail or e-mail, must reach this office, no later than the expiration date of this public notice to ensure consideration.

CORPS COMMENTS: All e-mail comments should be sent to brian.d.hooper@usace.army.mil. Conventional mail comments should be sent to: U.S. Army Corps of Engineers, Regulatory Branch, Attention: Mr. Brian Hooper, P.O. Box 3755, Seattle, Washington 98124-3755. All comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act including any personally identifiable information such as names, phone numbers, and addresses.

ECOLOGY COMMENTS: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA and/or Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following address: Washington State Department of Ecology, Attention: Federal Permit Coordinator, Post Office Box 47600, Olympia, Washington 98504-7600, or e-mail to ecyrefedpermits@ecy.wa.gov.

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: U.S. Navy (Transit Protection System), NWS-2015-107

Encl: Figures (7)



Horizontal datum for this project will be Washington State plane coordinate system, NAD27, North Zone, NAD83 (91).

The vertical datum for this project will be tidal datum MLLW per National Geodetic Survey (NGS). NGS benchmark designation No. D471-1974 was held for elevation, and was 12.644 feet MLLW.

- Highest Observed Water Level (HOWL) = 10.51 feet
- Mean Higher High Water (MHHW) = 7.06 feet
- Mean High Water (MHW) = 6.51 feet
- Mean Tide Level (MTL) = 4.21 feet
- Mean Low Water (MLW) = 1.92 feet
- Mean Lower Low Water (MLLW) = 0.00 feet
- Lowest Observed Water Level (LOWL) = -4.84 feet

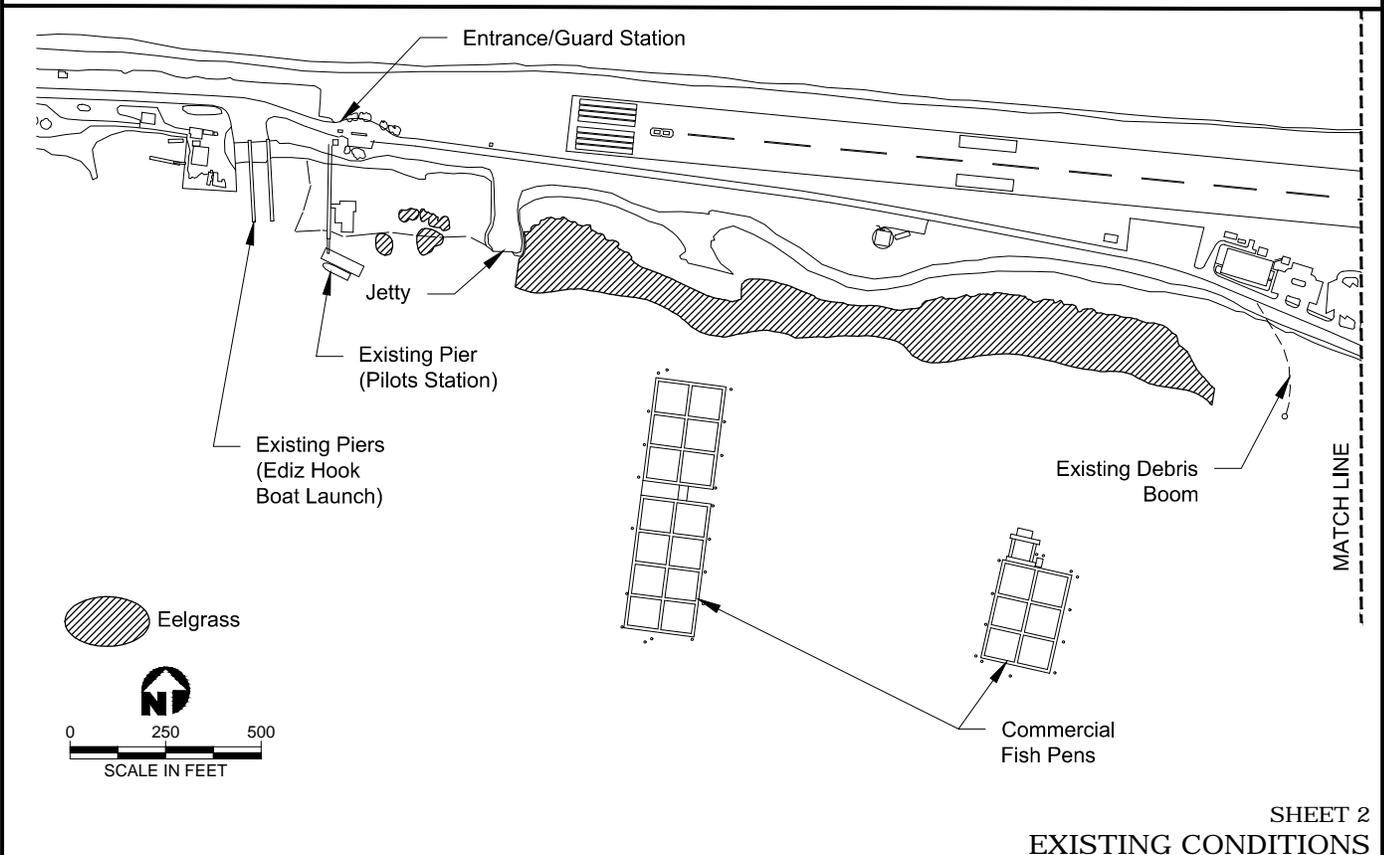
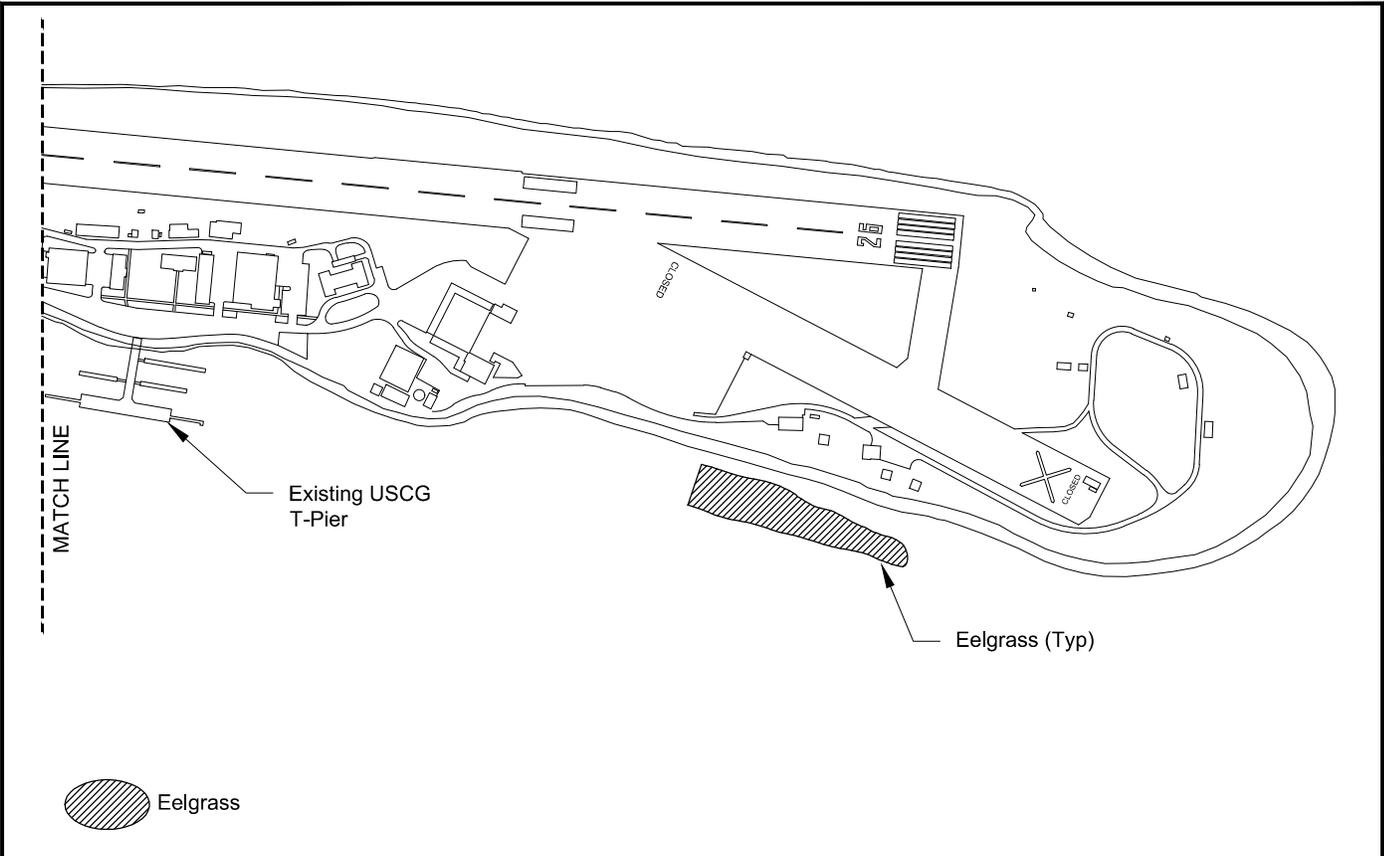
SHEET 1
VICINITY MAP

Applicant: U.S. Department of the Navy
Reference Number: NWS-2015-107
Adjacent Property Owners:
 Washington State Department of
 Natural Resources

Location:
 U.S. Coast Guard Air Station/Sector Field Office
 Port Angeles, WA
 Ediz Hook Road
 Port Angeles, WA 98362-2201
Lat/Long: 48.14077° / -123.417164°

Proposed Project:
 Construct a pier and upland support facilities
 at the USCG AIRSTA/SFO Port Angeles
In: Port Angeles Harbor
Near/At: Port Angeles, WA
County: Clallam
State: WA

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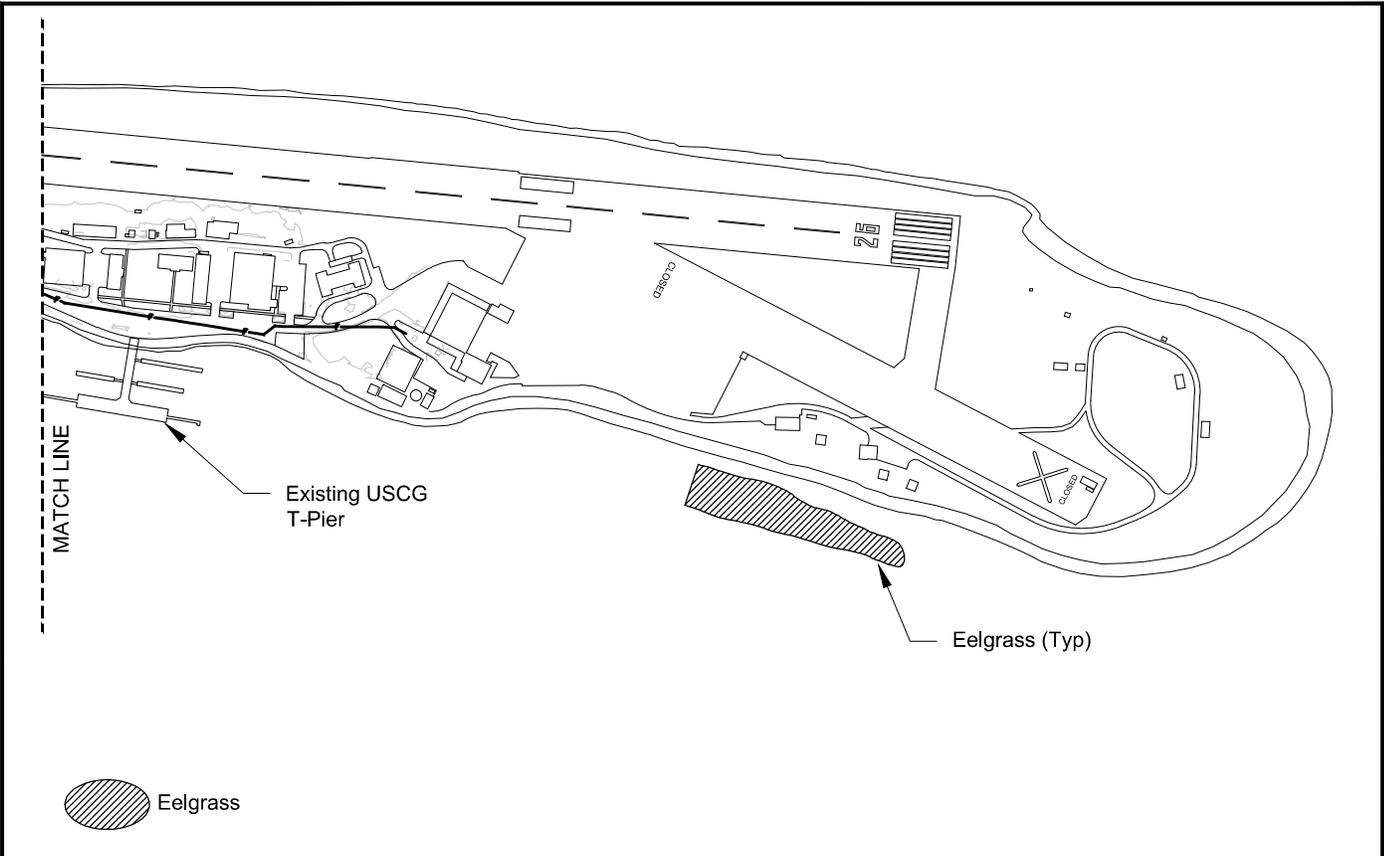
SHEET 2
EXISTING CONDITIONS

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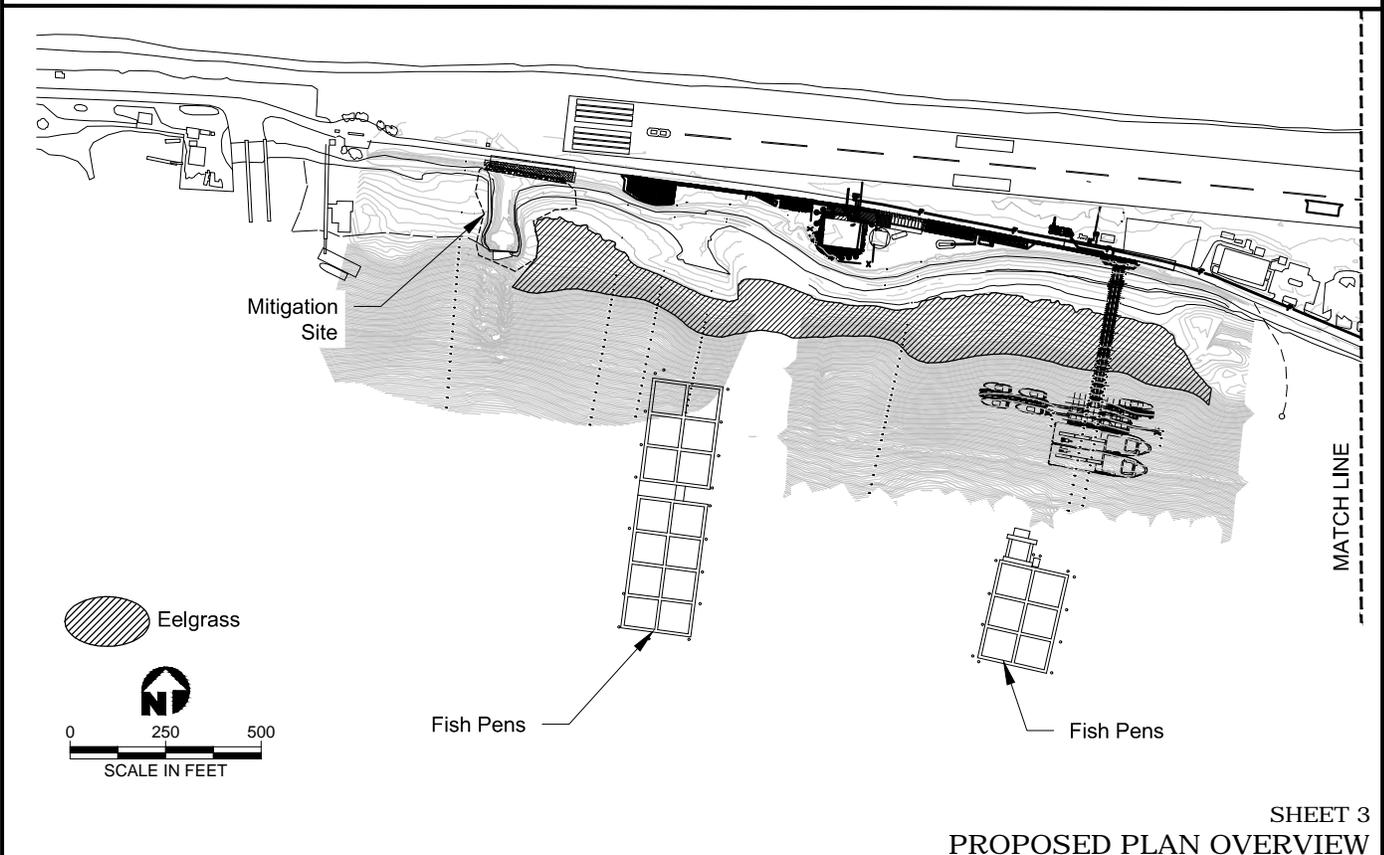
Applicant: U.S. Department of the Navy
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State: WA



 Eelgrass



 Eelgrass



Fish Pens

Fish Pens

SHEET 3

PROPOSED PLAN OVERVIEW

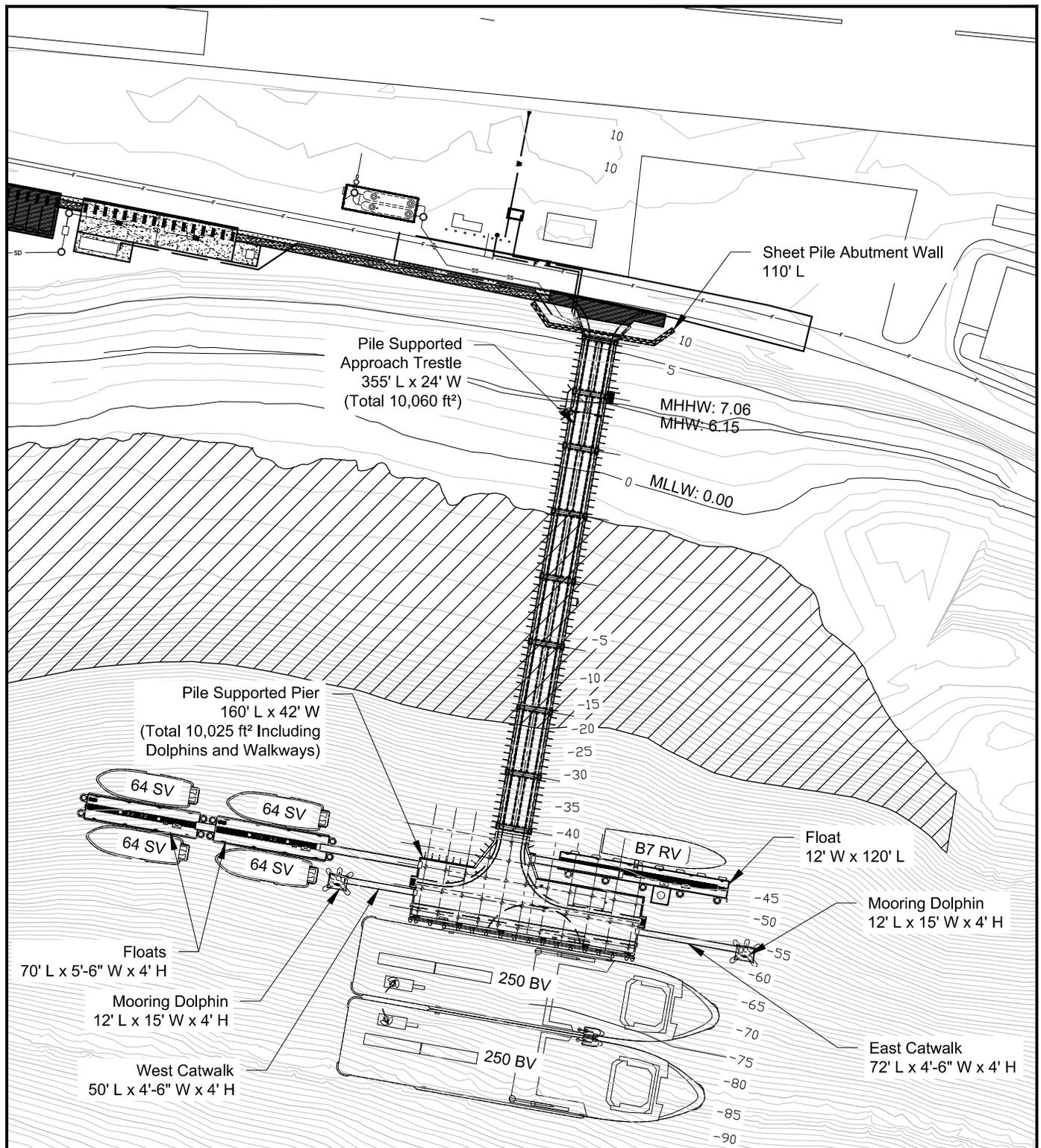
Applicant: U.S. Department of the Navy
Reference Number: NWS-2015-107
Adjacent Property Owners:
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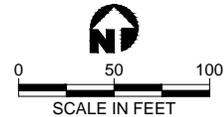
Sheet: 3 of 7 **Date:** 06/10/2016

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Materials:

- Mooring Dolphins: Reinforced Concrete
- East Catwalk: Aluminum w/Aluminum Diamond Drip Deck Surface
- West Catwalk: Aluminum w/Aluminum Diamond Drip Deck Surface
- Float: Roughened concrete surface
- Pier: Roughened concrete surface
- Trestle: Hot mix-asphalt



SHEET 4
SITE PLAN PROPOSED PLAN

Applicant: U.S. Department of the Navy

Reference Number: NWS-2015-107

Adjacent Property Owners:

Washington State Department of Natural Resources

Location:

U.S. Coast Guard Air Station/Sector Field Office
Port Angeles, WA
Ediz Hook Road
Port Angeles, WA 98362-2201

Lat/Long: 48.14077° / -123.417164°

Sheet: 4 of 7 **Date:** 06/10/2016

Proposed Project:

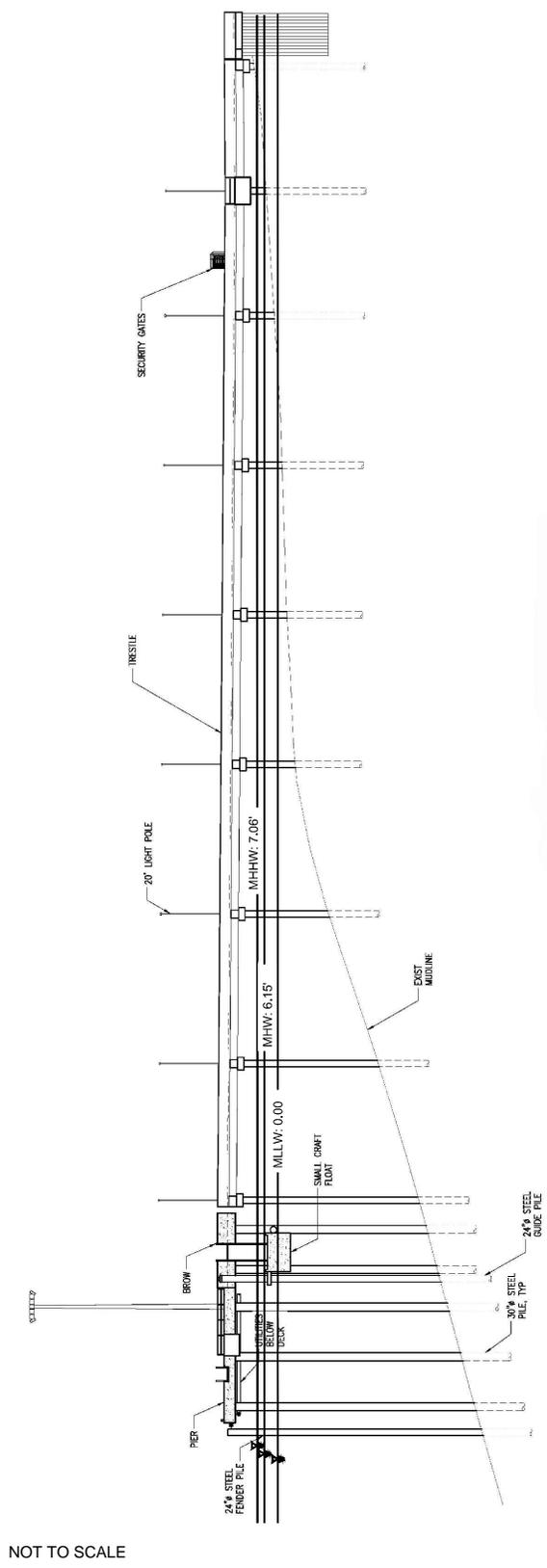
Construct a pier and upland support facilities at the USCG AIRSTA/SFO Port Angeles

In: Port Angeles Harbor

Near/At: Port Angeles, WA

County: Clallam

State: WA



NOT TO SCALE

East Elevation

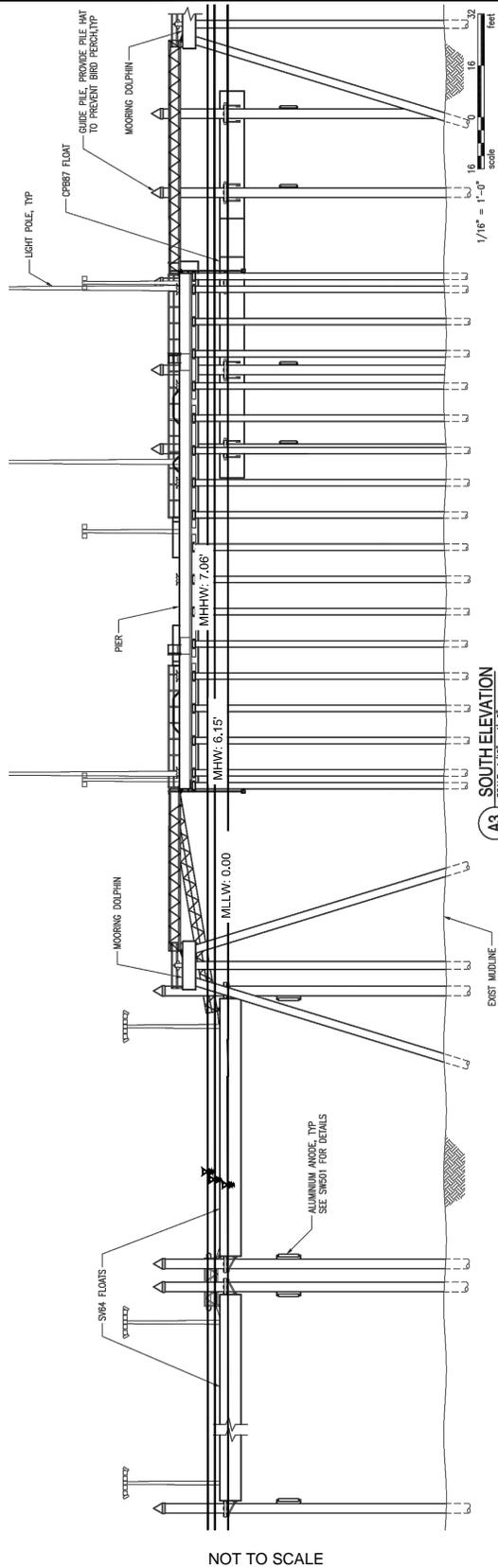
- Notes:**
 Diameter of piles and quantity for East Elevation are as follows:
 Driven In-Water Piles:
 36-inch diameter steel piles: 30
 30-inch diameter steel piles: 55
 24-inch diameter steel piles: 43
 18-inch diameter steel piles: 16
 Concrete Used to Plug In-Water Piles:
 41.6 cubic yards

SHEET 5
 SITE PLAN PROFILE VIEW
 TRESTLE, TRANSFER SPAN, AND FIXED PIER

Applicant: U.S. Department of the Navy
Reference Number: NWS-2015-107
Adjacent Property Owners:
 Washington State Department of
 Natural Resources

Location:
 U.S. Coast Guard Air Station/Sector Field Office
 Port Angeles, WA
 Ediz Hook Road
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Lat/Long: 48.14077° / -123.417164°
Sheet: 5 of 7 **Date:** 06/10/2016

Proposed Project:
 Construct a pier and upland support facilities
 at the USCG AIRSTA/SFO Port Angeles
In: Port Angeles Harbor
Near/At: Port Angeles, WA
County: Clallam
State: WA



NOT TO SCALE

A3 SOUTH ELEVATION
 SCALE: 1/16" = 1'-0"

South Elevation

SHEET 6
 SITE PLAN PROFILE VIEW
 TRESTLE, TRANSFER SPAN, AND FIXED PIER

Applicant: U.S. Department of the Navy

Reference Number: NWS-2015-107

Adjacent Property Owners:

Washington State Department of
 Natural Resources

Location:

U.S. Coast Guard Air Station/Sector Field Office
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 Ediz Hook Road
 Port Angeles, WA 98362-2201

Lat/Long: 48.14077° / -123.417164°

Sheet: 6 of 7

Date: 06/10/2016

Proposed Project:

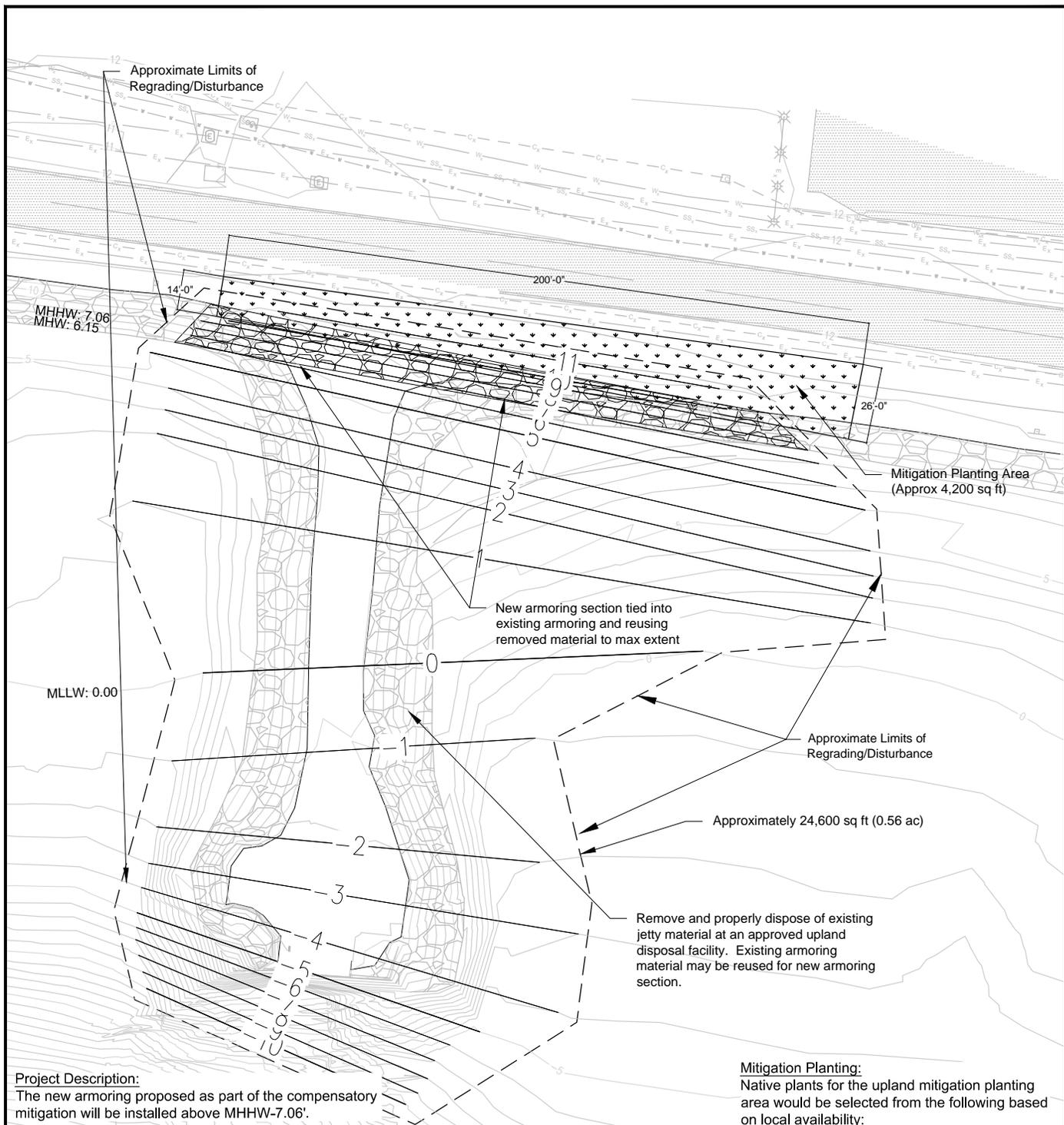
Construct a pier and upland support facilities
 at the USCG AIRSTA/SFO Port Angeles

In: Port Angeles Harbor

Near/At: Port Angeles, WA

County: Clallam

State: WA



Project Description:
The new armoring proposed as part of the compensatory mitigation will be installed above MHHW-7.06'.

Notes:

1. The fill to be removed includes an estimated 4,450 cy of spall/crushed rock, including dense to medium dense sand, and an estimated 3,200 cy of large rock used as shoreline armoring. Total amount of materials to be removed is 7,650 cy.
2. The beach regrading to occur on the east and west of the jetty will be made with the balance of the existing beach sand presently located on site. Net removal and installed is 0 cy.
3. The amount of material to be installed for the identified new armoring section is 58 cy.
4. Total of 24,600 sq ft of new habitat will be created.

Mitigation Planting:

Native plants for the upland mitigation planting area would be selected from the following based on local availability:

- American dune grass (*Elymus mollis*)
- Beach Pea (*Lathyrus japonicus*)
- Coastal Mugwort (*Artemisia suksdorfii*)
- Gumweed (*Grindelia integrifolia*)
- Large Headed Sedge (*Carex macrocephala*)
- Sand Verbena (*Abronia latifolia*)
- Sea Thrift (*Armeria maritima*)
- Silver Bur Ragweed (*Ambrosia chammosis*).

SHEET 7
P-993 MITIGATION

Applicant: U.S. Department of the Navy

Reference Number: NWS-2015-107

Adjacent Property Owners:

Washington State Department of Natural Resources

Location:

U.S. Coast Guard Air Station/Sector Field Office
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Port Angeles, WA 98362-2201

Lat/Long: 48.14077° / -123.417164°

Sheet: 7 of 7 **Date:** 06/10/2016

Proposed Project:

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In: Port Angeles Harbor

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