

DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY

FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR AN ENVIRONMENTAL
ASSESSMENT (EA) FOR DEMOLITION OF UNDERUTILIZED, EXCESS, AND
OBSOLETE FACILITIES AT NAVAL BASE KITSAP BANGOR,
SILVERDALE, WASHINGTON

Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations (CFR) Parts 1500-1508) implementing the National Environmental Policy Act and Navy regulations (32 CFR Part 775), and Chief of Naval Operations Instruction 5090.1D, the Department of the Navy (Navy) gives notice that an EA has been prepared and an Environmental Impact Statement (EIS) is not required for the Demolition of Underutilized, Excess, and Obsolete Facilities at Naval Base Kitsap Bangor, Silverdale, Washington.

A Notice of Availability (NOA) of the Draft EA was published from July 9 through July 11, 2014 in the Kitsap Sun. The Draft EA was made available for public review on the Naval Facilities Engineering Command Northwest website at <http://go.usa.gov/kQ6e>. The public comment period on the Draft EA was from July 9 to July 23, 2014 and no public comments were received. An NOA of the Final EA and FONSI will be published in the Kitsap Sun and copies of the documents will be available on the Naval Facilities Engineering Command Northwest website.

Proposed Action: The Navy proposes to demolish six vacant or underutilized buildings that are excess and deteriorating structures (buildings 6034, 6035, 6036, 6037, 6409, and 1461), one concrete railcar platform, two blast barriers located between the buildings on the platform, two segments of an earthen berm, pavement and approximately 5,600 lineal feet (ft) of railroad track and ties. The Proposed Action would also dispose of 45 boxcars. The Navy would make several of these boxcars available for donation to appropriate heritage groups for historical conservation purposes. Currently four boxcars have been identified for donation, but more could be donated if there is sufficient demand from heritage groups. The remaining 41 boxcars would be disposed of and the metals from the boxcars recycled. All boxcars would be certified free of asbestos containing materials prior to donation or disposal.

The Proposed Action is located primarily in an area known as the Segregation Area, which is comprised of buildings 6034, 6035, 6036, and 6037, 35 boxcars, railcar platform, blast barriers,

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two segments of an earthen berm, and railroad track line and ties. Building 6409 and two railcars are located immediately south of the Segregation Area, while building 1461 is located east of the Segregation Area in an area known as the Public Works Industrial Area. Eight railroad boxcars proposed for disposal are located approximately one-half mile south of the Segregation Area.

The proposed demolition of six buildings and disposal of 45 boxcars would result in a footprint reduction on NAVBASE Kitsap Bangor of approximately 21,870 square feet (ft²) of building footprint and 22,000 ft² of boxcar space. The Navy estimates that the Proposed Action will result in an estimated annual savings of \$48,700 through cost avoidance associated with operations and maintenance of the buildings.

The purpose of the Proposed Action is to comply with the Department of Defense (DoD) Installation Strategic Plan and the Commander, Navy Installation Command (CNIC) Demolition Footprint Reduction Program. The need for the Proposed Action is to eliminate excess buildings and structures, their associated maintenance costs, reduce excess energy use, and avoid health and safety hazards associated with aged and deteriorating structures.

Existing Conditions: Buildings 6034, 6035, 6036, and 6037, and the railroad boxcars are located in the Segregation Area on Naval Base Kitsap Bangor. When Naval Ammunition Depot Bangor was built in 1944, the Segregation Area was used to sort munitions and inert materials off-loaded from railroad cars. The Segregation Area covers approximately 6.6 acres and includes the sorting buildings, a railcar platform, earth barricades, boxcars, railroad tracks, existing roads, and a gravel parking lot. Lands surrounding the Segregation Area are forested. There is one drainage ditch west of the site, but there are no wetlands within the Segregation Area. The Hood Canal shoreline is approximately one mile west of the Segregation Area. The buildings are currently vacant, and while most of the railroad boxcars are empty, some have abandoned materials in them. Buildings 6034, 6035, 6036, and 6037 have been determined eligible for inclusion in the National Register of Historic Places (NRHP). The Proposed Action is located upland and is not within the Usual and Accustomed grounds and stations of the Skokomish Tribe, Port Gamble S'Klallam Tribe, Jamestown S'Klallam Tribe, Lower Elwha Klallam Tribe, and Suquamish Tribe.

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Alternatives Analyzed: The Navy evaluated one action alternative, the Proposed Action, and the No Action Alternative. No other practical or feasible action alternatives were identified.

Under the No Action Alternative, the proposed demolition of six vacant buildings, the earthen berms, a concrete platform, and railroad line and disposal of 45 World War II-era railroad boxcars would not take place. NAVBASE Kitsap Bangor would not be consistent with the DoD Installation Strategic Plan and the CNIC Demolition Footprint Reduction Program. Instead, the Navy would continue to retain degraded, hazardous, and excess facilities. The No Action Alternative does not meet the purpose of and need for the Proposed Action, but represents the baseline condition against which potential impacts of the Proposed Action can be compared.

The Proposed Action is the preferred alternative because it is the only alternative that complies with the DoD Installation Strategic Plan and the CNIC Demolition Footprint Reduction Program.

Environmental Effects: The following is a summary of the environmental consequences of the Proposed Action:

Hazardous Materials and Waste. Building demolition work would occur in older buildings and railroad boxcars known to contain hazardous materials including asbestos and lead based paint. Prior to the proposed demolition of the buildings and disposal of the boxcars, the Navy would abate asbestos containing materials from the buildings and boxcars. All demolition materials tested and confirmed to be hazardous waste would be removed, stored, and disposed of in accordance with all applicable laws and regulations. The Navy will prepare and implement a Demolition Plan, Environmental Protection Plan, Safety Plan (including Activity Hazard Analysis), Asbestos Abatement Plan, Lead Abatement Plan, and Waste Management Plan to address hazardous materials and waste in the buildings and the boxcars, as appropriate.

The Proposed Action is located within two distinct contaminated sites, referred to as operable units (OU)-2 and OU-8, which are on the United States Environmental Protection Agency Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) National Priorities List. A 1991 CERCLA

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Record of Decision (ROD) for OU-2 documents the Navy's decision to cleanup contamination by a combination of contaminated soil excavation to a depth of 15 ft; installation of an infiltration barrier, and groundwater remediation. All elements of the remedy were completed by 1997. Some residual contamination remains in the shallow aquifer and institutional controls have been put in place to include: groundwater use prohibition, land use restrictions and issuance of excavation permits. A 2000 CERCLA ROD for OU-8 documents the Navy's decision to cleanup contamination by a combination of groundwater containment and remediation, soil remediation via vapor extraction and bioventing, and cessation of consumption of groundwater. All elements of the remedy were completed by 2004 and soil sampling in the Public Works Industrial Area has verified that the soil has been sufficiently remediated to meet Washington State Department of Ecology cleanup levels down to a depth of 15 ft.

Demolition activities in the Segregation Area, building 6409, and building 1461 would include removal of concrete floors to the subgrade, which would have incidental contact with soil. It would also include localized excavation to a depth of five feet to remove utilities. There is no known soil contamination within proposed demolition areas in the Segregation Area, building 6409, and building 1461. Excavation is not expected to come in contact with or impact groundwater and demolition activities would follow the institutional controls to ensure conformance with the RODs for OU-2 and OU-8.

With the implementation of the Demolition Plan, Environmental Protection Plan, Safety Plan (including Activity Hazard Analysis), Asbestos Abatement Plan, Lead Abatement Plan, and Waste Management Plan; and conformance with the institutional controls contained in the RODs for OU-2 and OU-8, the Proposed Action will not result in significant impacts due to hazardous materials and waste.

Cultural Resources. The Navy determined that buildings 6034, 6035, 6036, and 6037 are eligible for inclusion in the NRHP. The proposed demolition of these facilities constitutes an adverse effect under the National Historic Preservation Act (NHPA) of 1966 (as amended). The Navy initiated consultation with the Washington State Historic Preservation Officer (SHPO) on December 21, 2012 pursuant to Section 106 of the NHPA. The Navy also consulted with the Skokomish Tribe, Port Gamble S'Klallam Tribe, Jamestown S'Klallam Tribe, Lower Elwha Klallam

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Tribe, and Suquamish Tribe under Section 106 of the NHPA. Stipulations that address the adverse effects were defined through the consultation process and are identified in a Memorandum of Agreement (MOA) between the Navy and the Washington SHPO. Preliminary concerns raised by the Lower Elwha Klallam Tribe were identified to the Washington SHPO and considered in the development of the MOA. The Navy made the draft MOA available to the public for review and comment from August 23, 2013 to September 4, 2013 with a notice of availability published in the local newspaper (Kitsap Sun). One comment was received from the public and addressed. The MOA between the Navy and the Washington SHPO was executed on August 4, 2014 and Section 106 consultation is complete. In accordance with the MOA, the Navy shall implement the following stipulations as part of the Proposed Action:

- In consultation with the Washington SHPO and prior to demolition, the Navy shall contact HistoryLink.org and develop an essay about the NAVBASE Kitsap Bangor Segregation Area. Once completed, the essay shall be uploaded to HistoryLink.org.
- The Navy shall document historic buildings, structures and objects in the Segregation Area, including: buildings 6034, 6035, 6036, 6037, a representative 40-ton boxcar, a representative 50-ton boxcar, earthen barricades, railroad tracks and objects associated with the Segregation Area.
- The Navy shall dispose of boxcars and miscellaneous railroad objects (switches, gears, etc.) through the Defense Reutilization and Marketing Office for potential acquisition to appropriate heritage groups for preservation.
- In the event heritage groups are not capable of acquiring boxcars, prior to demolition, the Navy will record the representative 50-ton and 40-ton boxcars in their existing three-dimensional setting.
- The Navy will submit a draft report to the Washington SHPO that will evaluate the eligibility of the Shelton-Bangor Railroad using National Register criteria and identify elements that would be contributing to the eligibility.
- Upon completion of the draft eligibility evaluation report of the Shelton-Bangor Railroad, the Navy in consultation with the Washington SHPO, Advisory Council on Historic Preservation, and interested parties will

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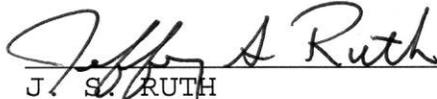
develop a Programmatic Agreement with the goal of managing the identified historic properties.

With implementation of the stipulations specified in the MOA, the Proposed Action will not result in significant impacts to cultural resources.

Finding: Based on the analysis presented in the EA and execution of a Section 106 Memorandum of Agreement with the Washington SHPO, the Navy finds that implementation of the Proposed Action will have no significant impact to the quality of the human environment.

The EA prepared by the Navy addressing this action is on file and interested parties may obtain a copy from: Commanding Officer, Naval Facilities Engineering Command Northwest, 1101 Tautog Circle, Silverdale, WA 98315 (Attention: Mr. Benjamin Keasler, Environmental Planner).

10 SEP 14
Date



J. S. RUTH
Rear Admiral, U.S. Navy
Commander, Navy Region
Northwest