

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

**FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR THE ENVIRONMENTAL ASSESSMENT (EA) FOR FENDER PILE REMOVAL AND REPLACEMENT AT PIER 4 AT NAVAL BASE KITSAP, BREMERTON, WASHINGTON**

Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations 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 removal and replacement of fender piles at Pier 4 at Naval Base (NAVBASE) Kitsap, Bremerton, Washington.

A Notice of Availability (NOA) of the Draft EA was published on July 1, 2015 in the Kitsap Sun. The public comment period on the Draft EA was from July 1 to July 31, 2015 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 at <http://go.usa.gov/tAr4>.

**Proposed Action:** The Navy is proposing to remove and replace approximately 80 deteriorated fender piles on Pier 4 in Sinclair Inlet at NAVBASE Kitsap, Bremerton, beginning in 2016. The Proposed Action would include removing approximately 80 deteriorated creosote-treated timber fender piles by vibratory extraction and installing approximately eighty 12- to 14-inch hollow steel fender piles with a vibratory pile driver. In addition to replacing piles, the Navy would replace damaged wood chocks and other topside hardware associated with the fender system.

The purpose of the Proposed Action is to maintain the existing Pier 4 in working condition and to ensure structural integrity. The need for the Proposed Action is to ensure that Pier 4 continues to fulfill shore infrastructure needs and meets assigned operational mission requirements. The existing creosote-treated timber fender piles are deteriorated, and Pier 4 is currently at risk of damage from incoming vessels.

**Existing Conditions:** NAVBASE Kitsap, Bremerton, is located on Sinclair Inlet approximately 20 miles west of Seattle, Washington. Existing resources in the vicinity include federally-listed threatened and endangered fish species. Federally-listed marine mammals and birds are not frequent visitors to Sinclair Inlet and even less likely to occur within

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the industrial confines of the project area. The area is in attainment for all National Ambient Air Quality criteria pollutants. The area is also within the usual and accustomed fishing grounds and stations of the Suquamish Tribe. The Proposed Action is located within a Waterfront Restricted Area.

**Alternatives Analyzed:** The EA analyzes the Proposed Action and the No Action Alternative. Since the action is to maintain the existing Pier 4 in working condition and to ensure structural integrity, the only alternative would be to not repair Pier 4; therefore, no practical or feasible action alternatives were identified. Under the No Action Alternative, existing piles at Pier 4 at NAVBASE Kitsap, Bremerton, would not be replaced to maintain pier integrity and mission readiness. The No Action Alternative does not meet the purpose of and need for the Proposed Action, but represents the baseline condition against which potential consequences of the Proposed Action can be compared.

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

Water Resources. Direct discharges of waste would not occur. To ensure compliance with state or federal water quality standards, the Navy would implement Best Management Practices and minimization measures to prevent accidental losses or spills of construction debris. Some degree of localized changes in sediment composition would occur during construction. Impacts from sediment resuspension would be minor and localized in the area of pile removal and pile installation due to weak, stable tide currents in the project area, which would allow sediments disturbed during construction to resettle in the general area of pile removal/installation. Pier 4 is located within Operable Unit B Marine, a site listed on the EPA's National Priorities List for remediation (clean-up) under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The Navy has completed cleanup actions within Operable Unit B Marine and continues to monitor the site. The Navy will coordinate with the U.S. Environmental Protection Agency before construction to confirm conformance with CERCLA requirements for these locations. Therefore, there would be no significant impact to water resources.

Noise. Bremerton, Port Orchard, and Washington State exempt temporary construction noise from 7:00 a.m. to 10:00 p.m. (7:00 a.m. to 9:00 p.m. for Port Orchard) from exceeding maximum permissible noise levels. Based on construction not occurring between 9:00 p.m. and 7:00 a.m., noise levels would be exempt

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from state and local codes. Therefore, no significant impacts from noise would result from the Proposed Action.

Biological Resources. The Proposed Action would not involve clearing or excavation that would impact any terrestrial habitats or terrestrial wildlife. Individual Endangered Species Act (ESA)-listed fish may be exposed to impacts from pile replacement including temporarily increased underwater sound pressure levels, which may result in temporary disturbance but would not result in injury. Impacts to ESA-listed fish from changes in water quality as a result of vibratory pile driving operations are expected to be minor and temporary. Dissolved oxygen levels are not expected to drop to levels that would result in harm to fish species. Underwater and airborne sound levels from vibratory pile driving have the potential to harass two ESA-listed marine mammals (humpback whales, and killer whales) and one ESA-listed avian species, marbled murrelet. Exposure to underwater sounds from pile replacement could cause behavioral disturbance, but would not be anticipated to result in injury or mortality.

The Navy completed informal consultations under the ESA with the U.S. Fish and Wildlife Service and National Marine Fisheries Service (NMFS) and both agencies concurred with the Navy's findings that the Proposed Action may affect, not likely to adversely affect' Chinook salmon, steelhead, yelloweye rockfish, canary rockfish, bull trout, and bocaccio; 'may affect, not likely to adversely affect' marbled murrelets 'may affect, but is not likely to adversely affect' killer whale; and would have 'no effect' on humpback whale. The Navy will implement the following measures to avoid and minimize impacts to ESA-listed species: conduct in-water work between July 16 and February 15, develop and implement a Marine Mammal Monitoring Plan, and implement a soft-start procedure before pile driving.

Exposure to underwater sounds from pile replacement could cause behavioral disturbance to migratory birds, but would not be anticipated to result in injury or mortality. Pier 4 is located over 2,500 feet from the nearest bald eagle nest site and would not impact bald eagle nesting activity. The Navy determined that the Proposed Action would not affect essential fish habitat for Pacific salmon, groundfish, and coast pelagic species. NMFS determined that consultation under the Magnuson-Stevens Fisheries Conservation and Management Act was not required.

Individual marine mammals may be exposed to sound pressure levels during pile driving operations, which may result in Level B behavioral harassment (defined by the Marine Mammal Protection Act (MMPA) as potential behavioral disruption). Any exposures

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will likely have only a minor effect on individuals and no effect on the population. In compliance with the MMPA, the Navy will receive an Incidental Harassment Authorization from NMFS and comply with all conditions. With implementation of the measures discussed above, there would be no significant impact to biological resources.

Cultural Resources. Pier 4 is a contributing element to the Puget Sound Naval Shipyard National Historic Landmark (NHL) district. The replacement of existing piles will have no impact to the characteristics that make Pier 4, the NHL, or nearby National Register of Historic Properties (NRHP) historic districts eligible for inclusion in the NRHP or affect any known NRHP-eligible archaeological sites. Construction activities would take place in previously disturbed areas along the industrial waterfront. The Washington State Historic Preservation Officer concurred with the Navy's determination of no adverse effect to historic properties. The Proposed Action would have no adverse effect to cultural resources and therefore will result in no significant impact.

American Indian Traditional Resources. The Proposed Action would not alter access to or use of tribal traditional resources. Pier 4 is within Sinclair Inlet Naval Restricted Area Number 2 which precludes entry into the area without permission. Access for fishing in the waters surrounding Pier 4 is currently not permitted. The Proposed Action would not appreciably impact the quantities of fish available for harvest by the Suquamish Tribe in Sinclair Inlet, nor would it restrict access to existing traditional harvest areas in Sinclair Inlet. No significant impacts to American Indian traditional resources would occur with implementation of the Proposed Action.

Under the No Action Alternative, no piles would be removed or driven, thus there would be no change to the natural and physical environment and no significant impacts.

**Finding:** Based on the analysis presented in the EA and coordination with the U.S. Fish and Wildlife Service, NMFS, and the Washington State Historic Preservation Officer, the Navy finds that implementation of the proposed action will have no significant impact to the quality of the human environment.

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The EA prepared by the Navy addressing this action is on file  
and interested parties may obtain a copy from: Naval Facilities  
Engineering Command Northwest, 1101 Tautog Circle, Silverdale,  
WA 98315-1101 (Attention: Pier 4 NEPA Planner, EV21).

25SEP15  
Date

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

