UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
PROGRAM PLANNING AND INTEGRATION
Silver Spring, Maryland 20910

MAY 20 2011

To All Interested Government Agencies and Public Groups:

Under the National Environmental Policy Act (NEPA), an environmental review has been performed on the following action.

TITLE: Adoption of the U.S. Navy's Environmental Assessment on *Explosives Handling Wharf 1 Pile Replacement Project, Naval Base Kitsap Bangor, Silverdale, WA*

LOCATION: Naval Base Kitsap Bangor, Silverdale, Washington

SUMMARY:

The Navy will conduct a pile replacement project to restore and maintain the structural integrity of the existing explosives handling wharf (EHW-1) and ensure its continued functionality to support necessary operational requirements. The project includes the removal of 138 steel and concrete piles at EHW-1. Of the piles requiring removal, 96 are 24-in diameter hollow pre-cast concrete piles which will be removed using a pneumatic chipping hammer. The steel piles will be extracted using a vibratory hammer. Also included in the repair work is the installation of 28 new 30-in diameter steel pipe piles. All pile driving and removal will occur from July 16 through October 31, with impact driving ceasing after September 30. Impact driving will be limited to a maximum of five piles, at one pile per day and fifteen minutes per pile.

Based on the low intensity and limited duration of the action, as well as implementation of appropriate mitigation and monitoring measures, the Navy's action, and the National Marine Fisheries Service' issuance of an Incidental Harassment Authorization will not result in significant impacts to the human environment.

RESPONSIBLE OFFICIAL:

James H. Lecky
Director, Office of Protected Resources
National Marine Fisheries Service
National Oceanic and Atmospheric Administration
1315 East-West Highway, Room 13821
Silver Spring, MD 20910
(301) 713-2332

The environmental review process led us to conclude that this action will not have a significant effect on the human environment. Therefore, an environmental impact statement will not be prepared. A copy of the finding of no significant impact (FONSI) including the supporting environmental assessment (EA), prepared by the Navy, is enclosed for your information.

Although NOAA is not soliciting comments on this completed EA/FONSI we will consider any comments submitted that would assist us in preparing future NEPA documents. Please submit any written comments to the responsible official named above.

Sincerely,

Paul N. Doremus
NOAA NEPA Coordinator

FINAL ENVIRONMENTAL ASSESSMENT

EXPLOSIVES HANDLING WHARF 1 PILE REPLACEMENT PROJECT
NAVAL BASE KITSAP AT BANGOR
SILVERDALE, WA

May 2011

Abstract

This Environmental Assessment identifies and evaluates the potential effects of removing 138 concrete and steel piles and installing 28 hollow steel pipe piles, the demolition and removal of the fragmentation barrier and walkway and the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances at Naval Base Kitsap at Bangor. The proposed action would occur over a two year period starting in 2011. The purpose of the Explosives Handling Wharf-1 (EHW-1) Pile Replacement Project would be to remove and install piles and associated structures to maintain the structural integrity of the wharf. The need for the EHW-1 Pile Replacement Project is to maintain the functionality and structural integrity of the wharf which has deteriorated since it was built in 1977. Repairs and maintenance are needed so that the operational requirements of the TRIDENT program are met.

Lead Agency:
Department of the Navy

Action Proponent:
Naval Base Kitsap at Bangor

For additional information contact:
Naval Facilities Engineering Command, Atlantic
ATTN: Kelly Proctor
6506 Hampton Blvd
Norfolk, Virginia 23508
(757) 322-4686

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EXECUTIVE SUMMARY

This Environmental Assessment (EA) was prepared in accordance with the National Environmental Policy Act of 1969 (42 United States Code §4321, e*t seq.),* as implemented by the Council on Environmental Quality regulations (40 Code of Federal Regulations Parts 1500-1508), and the office of the Chief of Naval Operations Instruction 5090.1C, Navy Environmental and Natural Resources program Manual, of 30 October 2007.

The following two alternatives are evaluated in this Environmental Assessment (EA): 1) conduct the EHW-1 Pile Replacement Project; and 2) No Action. The Preferred Alternative is complete necessary repairs and maintenance at the EHW-1 facility at NBK at Bangor by conducting the EHW-1 Pile Replacement Project. Under the proposed action, ninety six 24-inch diameter concrete piles would be removed, thirty nine 12-inch steel fender piles would be removed and three 24-inch diameter steel fender piles would be removed. In addition, a total of twenty eight 30-inch diameter hollow, open-ended steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1. The proposed action would occur over two years starting in 2011 with impact pile driving occurring between July 16 and September 30 and vibratory pile driving occurring between July 16 and October 31 each year. Additional in-water work on the wharf, as described below, can occur between July 16 and February 15 of each year. Work would occur between two hours after sunrise and two hours prior to sunset. The removal and installation of piles at EHW-1 is broken up into three components described in detail below. Construction will occur when the wharf is not in operational use. Construction activities will not disrupt operations at EHW-1. Figure 2-1 provides a detailed graphic of this alternative.

The first component of this project would entail (Section A on Figure 2-1):

- The removal of one 24-inch diameter steel fender pile and its associated fender system components at the outboard support. A fender pile is set beside slips, wharves, etc., to guide approaching vessels and driven so as to yield slightly when struck in order to lessen the shock of contact. The fender system components are the components that attach the fender piles to the structure. These components are above the water line.

- The installation of sixteen 30-inch diameter hollow steel pipe piles (approximately 130 feet [40 meters] long). The piles would be installed to the tip elevation approximately 110 feet (34 meters [m]) (Mean Lower Low Water [MLLW]).

- The construction of two cast-in-place concrete pile caps (concrete formwork may be located below Mean Higher High Water [MHHW]).

- The installation of three sled mounted passive cathodic protection systems would follow. The sled mounted passive cathodic protection system prevents the metallic surfaces under the wharf from corroding due to the saline conditions in Hood Canal. This system will be banded to the steel piles.

- The piles would be removed/installed between July 16 and October 31 during each year of construction. The installation of the concrete pile caps and sled mounted passive cathodic protection systems would occur out of the water and would be installed on the tops of the piles themselves or attached the wharf's superstructure. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between the windows of July 16 to February 15 each year of construction to minimize impacts to listed species, particularly fish.

- Figure 2-2 provides a diagram of Section A.

The second component of this project would require (Section B on Figure 2-1):

- The removal of two 24-inch diameter steel fender piles at the main wharf and associated fender system components.

- The installation of twelve 30-inch diameter hollow steel pipe piles (approximately 74-122 feet (ft) (23-37 m) long). The embedment depth of the piles would range from 30-50 ft (9-15 m).

- The construction of four concrete pile caps (concrete formwork may be located below MHHW).

- The installation of a pre-stressed concrete superstructure. The superstructure is part of a wharf found above or supported by the caps or sills, including the deck, girders, and stringers.

- The installation of two sled mounted passive cathodic protection systems. The installation/re-installation of related appurtenances would follow. Appurtenances are the associated parts of the superstructure that connect the superstructure to the piles. These pieces include all of the components such as bolts, welded metal hangers and fittings, brackets, etc.

- The piles would be removed/installed between July 16 and October 31 during each year of construction. The installation of the concrete pile caps, the concrete superstructure, and sled mounted passive cathodic protection systems, would all occur out of the water and would be installed on the tops of the piles or attached to the wharf's superstructure. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between the window of July 16 to February 15 during each year of construction to minimize impacts to listed species, particularly fish.

The last component of this project would be (Section C on Figure 2-1):

- The removal of the concrete fragmentation barrier and walkway. The walkway is used to get from the Wharf Apron to the Outboard Support. These structures will likely be removed by cutting the concrete into sections (potentially three or four total) using a saw and removed using a crane. The crane would lift the sections from the existing piles and would be placed on a barge.

- The removal of the piles supporting the fragmentation barrier including:
    - Thirty nine 12-inch diameter steel fender piles,
    - Ninety six 24-inch diameter hollow pre-cast concrete piles cut to the mudline (includes 72 at fragmentation barrier, four at walkway, four at Bent 8 outboard support, and eight at Bents 9 and 10).

- Concrete piles would be removed with a pneumatic chipping hammer or another tool capable of cutting through concrete. Pneumatic hammers are used for drilling and the chipping of brick, concrete, and other masonry. A pneumatic chipping hammer is similar to an electric power tool, such as a jackhammer, but uses the energy of compressed air instead of electricity. The pneumatic chipping hammer consists of a steel piston that is reciprocated (moved backward and forward alternately) in a steel barrel by compressed air. On its forward stroke the piston strikes the end of the chisel. The reciprocating motion of the piston occurs as such a rate that the chisel edge vibrates against the concrete with enough force to fragment or splinter the pile.

- The piles would be removed between July 16 and October 31 during each year of construction. The removal of the fragmentation barrier and walkway would occur above the water. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between July 16 and February 15 during each year of construction to minimize impacts to listed species, particularly fish.

- The concrete debris would be captured using debris curtains/sheeting and removed from the project area.

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. The removal of 138 steel fender piles and concrete piles and the installation of 28 hollow steel pipe piles and associated structures would not occur. The structural integrity of EHW-1 will remain in jeopardy, leading to the continued deterioration of the piles and the eventual structural failure of the wharf. This structural failure is attributed to delayed ettringite formation, which occurs when the concrete does not cure properly, leading to structural damage in the concrete. Ultimately, the impacts to the existing concrete piles include deterioration of the concrete which exposes the internal rebar structure of the pile. Biannual inspections of the piles determine a priority rating of which piles are in need of replacement.

The anticipated impacts of the proposed action are primarily related to the noise of pile driving and removal. The airborne noise and underwater sound associated with pile driving could have an effect on wildlife (fish, birds, marine mammals, federally-listed species, and benthic invertebrates), as well as humans (tribal use, on-base/off-base residence) associated with Hood Canal. As such, this EA analyzes these impacts as well as impacts associated with construction activities to humans, marine vegetation, benthic invertebrates and other environmental resources. This EA concludes that the impacts associated with the proposed action are minor and result in no significant impacts to marine vegetation or benthic invertebrates. Forage fish species occurring along Hood Canal in the vicinity of the proposed action may be affected but are not likely to be adversely affected by the proposed action when the mitigation measures described in

Chapter 4 of this EA are utilized. The North American green sturgeon and the Pacific eulachon will not be affected by the proposed action.

The Navy analyzed the effects of the threatened bull trout, the threatened Puget Sound Chinook salmon, the threatened Puget Sound steelhead, the threatened Hood Canal summer-run chum salmon, threatened yellow eye rockfish, the threatened canary rockfish, and the endangered bocaccio rockfish. The proposed action would not adversely affect essential fish habitat. The Navy conducted informal consultations with the NMFS and the USFWS regarding the potential effect of the proposed action on ESA-listed fish species that occur within the vicinity of action area. NBK at Bangor submitted a Biological Evaluation to the NMFS and USFWS Northwest Regional Offices and initiated consultations regarding the proposed pile replacement work for EHW-1 on 10 February 2010 and 11 February 2010, respectively. Additional information was also provided to the NMFS on 28 April 2010. The Navy requested concurrence with its determination that the proposed action "may affect, not likely to adversely affect" the Puget Sound/Georgia Basin DPSs of yelloweye rockfish, canary rockfish, and bocaccio; Puget Sound Chinook salmon; Puget Sound steelhead; Hood Canal summer-run chum salmon; and bull trout based on its initial assessment. The Navy received concurrence from the USFWS for bull trout on 5 August 2010 and from the NMFS on 14 May 2010 for the remainder of the species that the proposed action "may affect, not likely to adversely affect" ESA-listed fish species, with the caveat that the Navy would reinitiate ESA consultation if new information revealed effects of the actions that may affect listed species or designated critical habitat in a way not previously considered. During the initial consultations the Navy asked NMFS about the vicinity of kelp beds to the project area due to their importance as nursery habitat for canary rockfish and bocaccio, the Navy stated that, based on the Technical Report 2007-05 on kelp and eelgrass in Puget Sound (Mumford 2007), intertidal and shallow subtidal non-floating kelp species were present, but "patchy" within line of sight of the proposed project. Following the consultation period, the Navy received the results of a rockfish habitat survey it had funded for the waters of NBK at Bangor and discovered that kelp beds are present within close proximity to the project area, potentially placing juvenile rockfish within the behavioral impact zone of the impact pile driving activities. On 13 October 2010, the Navy contacted the NMFS and provided this new information (Tyler Yasenak, personal communication, October 13, 2010). Through subsequent correspondence, the NMFS replied that reinitiating of the consultation was not warranted due to the very short duration of the impact pile driving as part of the proposed project, and that the NMFS still concurred that the proposed action would result in a "may affect, not likely to adversely affect" determination for the canary rockfish and bocaccio (Dan Tonnes, personal communication, October 18, 2010).

The Navy analyzed the effects of the proposed action on the threatened Steller sea lions, the endangered Southern Resident killer whales (SRKW), and several non-ESA listed species of marine mammals. No marine mammals would be exposed to sound levels resulting in injury or mortality during pile driving activities. The EHW-1 Pile Replacement Project would result in negligible impacts to the population, stock or species level. Consultation with the National Marine Fisheries Service (NMFS) Regional office was initiated on February 11, 2010 for the Steller sea lion and the Southern Resident killer whale and concurrence was received on September 2, 2010 (Appendix D). An Incidental Harassment Authorization (IHA) application was submitted on December 17, 2010 to the National Marine Fisheries Service (NMFS) Headquarters to comply with the Marine Mammal Protection Act (MMPA) as a result of the anticipated behavioral harassment of marine mammals associated with the proposed action. The IHA is anticipated in May 2011. As with fish, mitigation measures will be utilized to reduce the adverse impacts to marine mammals.

The proposed action is not anticipated to have an adverse impact to birds. There would be no adverse effect on migratory birds (including shorebirds, wading birds, waterfowl and raptors) or special status birds (bald eagle, osprey and the Great-blue heron). The EHW-1 Pile Replacement Project analyses the effects to the threatened marbled murrelet. As a result, mitigation measures would be utilized to reduce the adverse impacts to marbled murrelets (Chapter 4). The U.S. Navy conducted extensive informal consultations with USFWS regarding the potential effect of the proposed action on marbled murrelets. NBK at Bangor initiated consultations regarding the proposed pile replacement work February 11, 2010 and provided additional information to USFWS on March 23 and April 28, 2010. The Navy requested concurrence with its determination that the proposed action "may affect, not likely to adversely affect" marbled murrelets based on its initial assessment. USFWS responded on June 8, 2010 that they would not concur due to "the numerous marbled murrelets observed during the Carderock dock project, the potential overlap of this project with additional pile driving proposed for the new EHW-2 facility, the Navy's desire to be able to install the piles during the winter months when marbled murrelet densities are higher, and because the monitoring effort does not provide a high enough degree of confidence that no marbled murrelets would be injured." In further discussions with USFWS, the Navy proposed additional mitigation measures (i.e. shortened construction window, use of bubble curtain, shortened work days, limit on impact proofing) in order to minimize impacts to marbled murrelets and received the USFWS concurrence that the proposed action "may affect, not likely to adversely affect" marbled murrelets on August 5, 2010. Slight modifications to the proposed action prompted the Navy to provide additional, more accurate information and updated analysis to USFWS on November 3, 2010. The Navy requested that USFWS consider whether these modifications would result in any change in the consultation position or require reinitiating consultation. The U.S. Navy received a response from USFWS (Karen Myers, personal communication) on November 24, 2010 stating that after consideration of the new information, the rationale for their concurrence on August 5, 2010 remained valid, that reinitiating of consultation was not necessary, and that the USFWS still concurred that the proposed action would result in a "may affect, not likely adversely affect" determination for the marbled murrelet. In accordance with NEPA, the pile installation and removal would have no significant impact on marbled murrelets. See appendix D for the consultation correspondence.

EHW-1 and Delta Pier are potentially eligible for the National Register of Historic Places due to their Cold War context. No Action would result in deleterious and adverse effects to EHW-1, thus resulting in the demolition of the wharf by neglect. Delta Pier would not be impacted by the proposed construction activities. No submerged archaeological sites are expected to occur in the vicinity of the proposed action. Therefore, cultural resources at NBK at Bangor, including archeological, architectural and submerged resources would not be impacted. Traditional resources would not be impacted. On 4 April 2011 the Washington State Historic Preservation Office (SHPO) concurred with the Navy's finding of no historic properties affected, see Appendix C.

Tribal access and shell fishing occurs approximately 1.1 miles south of the project area at a beach south of the Delta pier. The proposed action would not alter or impact the current access granted to the tribes. On 25 February 2011 the Navy sent letters to the Suquamish Tribe, Skokomish Tribe, Jamestown S'Klallam and Port Gamble S'Klallam Tribes, and the Lower Elwha Klallam Tribe. The Suquamish Tribe provided no further comment in response to the proposed action. The Navy has met and briefed the following tribes: the Skokomish Tribe on 29 March 2011, the Port Gamble S'Klallam Tribe on 4 April 2011, the Jamestown S'Klallam Tribe on 4 April 2011, and the Lower Elwha Klallam Tribe on 4 April 2011; the tribes did not express concerns with the proposed action (Appendix B).

Environmental health and safety would not be significantly impacted by the proposed action. Hazardous materials would not be released into the environment. The nearest residence and residence on the west side of Hood Canal would be within the permissible noise levels per the Washington noise regulations (WAC 173-60-040). Recreational boaters, scuba divers, kayakers, etc. could be exposed to noise levels exceeding permissible residential exposure levels as they could be closer to the construction than land based receptors. However, the floating security barrier would prevent recreational and commercial users from getting close enough to the pile drivers to sustain injury from noise levels associated with pile driving. Since no public recreational uses would occur within the project area, the proposed action would have no direct impact to recreational uses or access in the surrounding community.

Water quality, including temperature, salinity, turbidity, dissolved oxygen, pH, fecal coliform levels and nutrient levels would not be significantly affected by the proposed action. A Coastal Consistency Determination (CCD), which includes an assessment of coastal zone resources and compliance with the Coastal Zone Management Act (CZMA), would be completed as part of the Nationwide Permit 3 (maintenance) process. The permit application was submitted on 9 February 2011 so that it would be obtained prior to the initiation of construction activities in July of 2011.

Recent and proposed projects on NBK at Bangor and other projects in northern Hood Canal were examined to determine possible cumulative impacts. Projects such as the EHW-1 Pile Replacement Project and the TRIDENT Support Facilities Explosives Handling Wharf Environmental Impact Statement (EIS) are geographically co-located. The Test Pile Program and the EHW-1 Pile Replacement Project could be occurring during the same timeframe. The Test Pile Program, EHW-1 Pile Replacement Project and the TRIDENT Support Facilities Explosives Handling Wharf will all entail pile driving as part of their proposed actions. All resources areas analyzed in this EA have been evaluated for cumulative impacts including past, present and reasonably foreseeable future Navy and Non-Navy actions. Analysis in this document indicates that no significant cumulative impacts are anticipated for reasons of geographical distance, the relative scale of projects, and the nature and magnitude of specific impacts.

As detailed in Table ES.1, the EHW-1 Pile Replacement Project would not result in significant impacts to the human environment.

TABLE ES.1 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE

Resource	Proposed Action	No-Action Alternative
Bathymetry	Reduction of the overall area of bottom impact from approximately 341 square feet (0.008 acres) to 138 square feet (0.003 acres). Therefore, the proposed action would slightly improve bathymetry within the footprint of EHW-1.	No change in existing conditions and no impacts to bathymetry.
Geology and Sediments	No impact on subsurface slope stability nor is it likely to cause chemical constituents to violate Sediment Quality Standards. No significant impacts to geology and sediments.	No change in existing conditions and no impacts to geology and sediments.
Water Resources	No impact to temperature, pH levels, fecal coliform levels, nutrient levels or salinity in the project area. DO concentrations would not decrease as a result of pile removal and installation. Pile driving would not result in long term impacts to turbidity, fecal coliform, pH or nutrients. The proposed action would not violate Water Quality Standards (WQS). The proposed action would not result in significant impacts to water resources.	No change in existing conditions and no impacts to water resources.
Air Quality	Washington state is in attainment for all criteria pollutants (CO, NO_x, SO_x, O_3 and particulate matter [PM_{10} and $PM_{2.5}$]). The proposed action would not exceed Puget Sound Clean Air Agency thresholds or greenhouse gas reporting thresholds. The EHW-1 Pile Replacement Project would not result in significant impacts to air quality and would not require a permit.	No change in existing conditions and no impacts to air quality.
Airborne Noise	The proposed action would occur from two hours after sunrise until two hours before sunset. Pile driving activities would occur between July16 and October 31, while other above water construction activities could occur until February 15. The closest off-base residences are approximately 1.5 miles north of EHW-1 and the closest on-base residence is 3.75 miles from EHW-1. Properties on the western side of Hood Canal are approximately 4 miles away, including waterfront residences on the western shore of Squamish Harbor. The portion of Hood Canal adjacent to EHW-1 averages 1.5 miles in width and is bordered on the west by a 768-acre Navy-owned buffer strip on the Toandos Peninsula. This military buffer zone is restricted to the public and there is no recreational access. Areas surrounding the buffer area have rural and commercial forest land use	No change in existing conditions and no impacts to airborne noise.

TABLE ES.1 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Airborne Noise (continued)	designations by Jefferson County. The noise associated with the proposed action would be 60 dB during construction, which is consistent with the Washington Noise Regulations under the Washington Administrative Code. Recreation. Tribal access would not be adversely impacted as a result of construction. Terrestrial animals would not be adversely impacted by construction. No adverse impacts to sensitive receptors would occur. No significant impacts related to airborne noise would occur.	
Marine Vegetation	No long term impacts to marine vegetations (green algae, red algae, kelp and eelgrass) to the south and east of the project area (see figures 3-4 and 3-5) would occur. Indirect impacts to marine vegetation could occur, but these impacts would be temporary (only during pile removal and installation) and marine vegetation would be expected to recover. The proposed action would not result in long-term or significant impacts to marine vegetation, including brown algae, red algae, green algae, eelgrass, and non-floating kelp.	No change in existing conditions and no impacts to marine vegetation, including brown algae, red algae, green algae, eelgrass, and non-floating kelp.
Benthic Invertebrates	A temporary loss of benthic habitat and direct mortality of less motile species could occur; however, benthic invertebrates would likely recover from the impacts of pile driving. The proposed action would result in a .005 acre increase in benthic habitat within the footprint of EHW-1. The proposed action would not result in significant impacts to benthic invertebrates.	No change in existing conditions and no impacts to benthic invertebrates.
Fish	No affect the threatened green sturgeon and the threatened Pacific eulachon/smelt would occur. Forage fish species occurring along Hood Canal in the vicinity of the proposed action may be affected but are not likely to be adversely affected by the proposed action when the mitigation measures described in Chapter 4 of this EA are utilized. The Navy analyzed the effects of the threatened bull trout, the threatened Puget Sound Chinook salmon, the threatened Puget Sound steelhead, the threatened Hood Canal summer-run chum salmon, threatened yellow eye rockfish, the threatened canary rockfish, and the endangered bocaccio rockfish. The Navy conducted informal consultations with the NMFS and the USFWS. NBK at Bangor submitted a Biological Evaluation to the NMFS Northwest Regional Office on 10 February 2011 and to	No change in existing conditions and no impacts to fish.

TABLE ES.1 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Fish (Continued)	the USFWS Northwest Regional Office on 11 February 2010, initiating consultations regarding the proposed pile replacement work for EHW-1. Additional information was also provided to the NMFS on 28 April 2010. The Navy requested concurrence with its determination that the proposed action "may affect, not likely to adversely affect" the Puget Sound/Georgia Basin DPSs of yelloweye rockfish, canary rockfish, and bocaccio; Puget Sound Chinook salmon; Puget Sound steelhead; Hood Canal summer-run chum salmon; and bull trout based on its initial assessment. The Navy received concurrence from the USFWS for bull trout on 5 August 2010 and from the NMFS on 14 May 2010 for the remainder of the species that the proposed action "may affect, not likely to adversely affect" ESA-listed fish species, with the caveat that the Navy would reinitiate ESA consultation if new information revealed effects of the actions that may affect listed species or designated critical habitat in a way not previously considered. On 13 October 2010, the Navy contacted the NMFS and provided this new information pertaining to the kelp beds proximity to the project area (Tyler Yasenak, personal communication, October 13, 2010). Through subsequent correspondence, the NMFS replied that reinitiating of the consultation was not warranted due to the very short duration of the impact pile driving as part of the proposed project, and that the NMFS still concurred that the proposed action would result in a "may affect, not likely to adversely affect" determination for the canary rockfish and bocaccio (Dan Tonnes, personal communication, October 18, 2010). The proposed action would not adversely affect essential fish habitat. The proposed action would not result in significant impacts to fish. Chapter 4 details the mitigation measures set in place to lessen the impacts to fish. See Appendix D for the consultation correspondence.	
Marine Mammals	The EA analyzes the effects of the proposed action to the threatened Steller sea lions, the endangered SRKW, and several non-ESA listed species of marine mammals. No	

TABLE ES.1 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Marine Mammals (continued)	marine mammals would be exposed to sound levels resulting in injury or mortality during pile driving activities. The proposed action would result in behavioral disturbance to several species of marine mammals due to underwater noise from pile operations. However, due to the lack of presence of the Steller sea lion and the SRKW within the action area during the months of the proposed EHW-1 Pile Replacement Project no behavioral harassment is expected for either species. The proposed action would result in negligible impacts to the population, stock, or species level for any marine mammal species. The proposed action would not result in significant impacts to marine mammals. Chapter 4 details the mitigation measures set in place to lessen the impacts to mammals. Consultation with the National Marine Fisheries Service (NMFS) Regional Office was initiated on February 11, 2010 for the Steller sea lion and the Southern Resident killer whale and concurrence was received on September 2, 2010 (Appendix D). An IHA application was submitted on December 17, 2010 to the NMFS Headquarters to comply with the Marine Mammal Protection Act (MMPA) as a result of the anticipated behavioral harassment of marine mammals associated with the proposed action. The IHA is anticipated in May 2011. See Appendix D for the consultation correspondence.	No change in existing conditions and no impacts to marine mammals.
Birds	The proposed action is not anticipated to have an adverse impact to birds, including migratory birds. The EA analyzes the effects of the proposed action on the threatened marbled murrelet. Chapter 4 details the mitigation measures set in place to lessen the impacts to the marbled murrelet. The U.S. Navy conducted extensive informal consultations with USFWS regarding the potential effect of the proposed action on marbled murrelets. NBK at Bangor initiated consultations regarding the proposed pile replacement work February 11, 2010 and provided additional information to USFWS on March 23 and April 28, 2010. The Navy requested concurrence with its determination that the proposed action "may affect, not likely to adversely affect" marbled murrelets based on its initial assessment. USFWS responded on June 8, 2010 that they would not concur due to, "the numerous marbled murrelets observed during the Carderock dock project, the potential overlap of this project with additional	No change in existing conditions and no impacts to birds.

TABLE ES.1 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Birds (continued)	pile driving proposed for the new EHW-2 facility, the Navy's desire to be able to install the piles during the winter months when marbled murrelet densities are higher, and because the monitoring effort does not provide a high enough degree of confidence that no marbled murrelets would be injured." In further discussions with USFWS, the Navy proposed additional mitigation measures (i.e. shortened construction window, use of bubble curtain, shortened work days, limit on impact proofing) in order to minimize impacts to marbled murrelets and received the USFWS concurrence that the proposed action "may affect, not likely to adversely affect" marbled murrelets on August 5, 2010. Slight modifications to the proposed action prompted the Navy to provide additional, more accurate information and updated analysis to USFWS on November 3, 2010. The Navy requested that USFWS consider whether these modifications would result in any change in the consultation position or require reinitiating consultation. The U.S. Navy received a response from USFWS (Karen Myers, personal communication, November 24, 2010) on November 24, 2010 stating that, after consideration of the new information, the rationale for their concurrence on August 5, 2010 was still valid, that reinitiating of consultation was not necessary, and that the USFWS still concurred that the proposed action would result in a "may affect, not likely adversely affect" determination for the marbled murrelet. In accordance with NEPA, the pile installation and removal would have no significant impact on marbled murrelets. See appendix D for the consultation correspondence. There would be no adverse effect on migratory birds (including shorebirds, wading birds, waterfowl and raptors) or special status birds (bald eagle, osprey and the Great-blue heron). The proposed action would not result in significant impacts to birds. The proposed action may have impacts to individual birds, but any impacts at the population, stock or species level would be negligible.	
Cultural Resources	The proposed action would result in "No Historic Properties Adversely Effected". EHW-1 and Delta Pier are potentially eligible for the National Register of Historic Places due to their Cold War context. Deleterious and adverse effects to EHW-1 resulting in the demolition of the wharf by neglect	No change in existing conditions and no impacts to tribal resources.

TABLE ES.1 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Cultural Resources (continued)	would occur if the repairs were not conducted. Delta Pier would not be impacted by the proposed construction activities. No submerged archaeological sites are expected to occur in the vicinity of the proposed action. Traditional resources would not be impacted. The proposed action would not alter or impact the current access granted to the tribes. On 4 April 2011 the Washington State Historic Preservation Office (SHPO) concurred with the Navy's finding of "no historic properties affected," see Appendix C. Tribal access and shell fishing occurs approximately 1.1 miles south of the project area at a beach south of the Delta pier. The proposed action would not alter or impact the current access granted to the tribes. On 25 February 2011 the Navy sent letters to the Suquamish, Skokomish Tribe, Jamestown S'Klallam Tribe, Port Gamble S'Klallam Tribe, and Lower Elwha Klallam Tribe. No concerns were expressed over the project (Appendix B).	
Environmental Health and Safety	The proposed action would not result in any impacts related to public environmental health and safety. Construction activities are not likely to release hazardous materials to the environment. Construction crews would follow applicable state and federal laws to ensure a safe working environment. The noise associated with the proposed action would be 60 dB during construction which is consistent with the Washington Noise Regulations under the Washington Administrative Code. Recreational boaters, scuba divers, kayakers, etc. could be exposed to noise levels exceeding permissible residential exposure levels although no injury would be anticipated. The proposed action would not result in significant impacts to environmental health and safety.	No change in existing conditions and no impacts to environmental health and safety.
Socioeconomics	The EHW-1 Pile Replacement Project would not result in any socioeconomic impacts. There would be no disproportionately high and adverse environmental, human health, or socioeconomic affects upon Minority and Low-Income populations, Indian Tribes or children. Tribal access and fishing rights would not be altered or impacted as a result of the proposed action because these areas are 1.1 miles south of the study area.	No change in existing conditions and no impacts to socioeconomics.

TABLE ES.1 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Coastal Zone Management	The proposed action is not expected to result in any impacts related to coastal zone management. The proposed action would be consistent with Shoreline Management Act and Kitsap County Shoreline Management Master Program. The proposed action would have no direct impact to recreational uses or access in the surrounding community nor would it impact the residence on the west side of Hood Canal, on – base residence or the nearest residence to the north. Pile replacement activities occurring at EHW-1 would not represent a change from the existing developed military character and would not be discernable from public vantage points and/or affect views of scenic vistas. The Nationwide Permit 3 and consultations in accordance with the Coastal Zone Management Act (CZMA) was initiated on 9 February 2011 and will be completed prior to the start of construction in July 2011.	No change in existing conditions and no impacts to coastal zone management.

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LIST OF ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
° W	West
μg/kg	micrograms per kilogram
μg/m^3	micrograms per cubic meter
μPa-m	Micro Pascals per meter
AAQS	Ambient Air Quality Standards
APE	area of potential effect
AQI	Air Quality Index
BA	Biological Assessment
BMPs	Best Management Practices
BOD	Biochemical oxygen demand
BRAC	Base Realignment and Closure
BSS	Beaufort Sea State
CA	California
CAA	Clean Air Act
CATEX	Categorical Exclusion
CCD	Coastal Consistency Determination
CDP	Census Designated Place
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CISS	Cast in Steel Shells
CKSD	Central Kitsap School District
CNO	Chief of Naval Operations
CO	Carbon Monoxide
CSL	Clean-up Screening Levels
CV	Coefficient of Variation
CWA	Clean Water Act

LIST OF ACRONYMS AND ABBREVIATIONS

CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Plan
CZM	Coastal Zone Management
dB	decibel
dBA	A-weighted decibel
dBPEAK	Peak decibels
dBRMS	Decibel root mean square
DNR	Department of Natural Resources
DO	Dissolved Oxygen
DoD	Department of Defense
DoN	Department of the Navy
DPS	Distinct population segment
dw	Dry weight
EA	Environmental Assessment
EAC	Early Action Compact
EEZ	Exclusive Economic Zone
EFH	Essential Fish Habitat
EHW	Explosives Handling Wharf
EHW-1	Explosives Handling Wharf #1
EHW-2	Explosives Handling Wharf #2
EIS	Environmental Impact Statement
EO	Executive Order
EOD	Explosive Ordnance Disposal
EQ	Extraordinary Quality
ESA	Endangered Species Act
ESS	Electronic Security Systems
ESU	Evolutionarily significant unit
FEIS	Final Environmental Impact Statement
FERC	Federal Energy Regulatory Commission

LIST OF ACRONYMS AND ABBREVIATIONS

FICON	Federal Interagency Committee on Noise
FONSI	Finding of No Significant Impact
ft	feet
GPS	Global Positioning System
HAP	Hazardous air pollutant
HAPC	Habitat Areas of Particular Concern
HCCC	Hood Canal Coordinating Council
HCDOP	Hood Canal Dissolved Oxygen Program
hp	Horse power
HPAH	Higher Molecular Polycyclic Aromatic Hydrocarbons
Hz	hertz
IHA	Incidental Harassment Authorization
INRMP	Integrated Natural Resources Management Plan
KB	Keyport/Bangor
kHz	Kilohertz
Kg	Kilograms
km	Kilometers
Lbs	Pounds
LPAH	Lower Molecular Polycyclic Aromatic Hydrocarbons
M	Meter
MBTA	Migratory Bird Treaty Act
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
MHHW	Mean higher high water
Mi	mile
mL	milliliters
MLLW	Mean Lower Low Water

LIST OF ACRONYMS AND ABBREVIATIONS

MMO	Marine Mammal Observer
MMPA	Marine Mammal Protection Act
MPN	Most Probable Number
MSFCMA	Magnuson-Stevens Fisheries Conservation and Management Act
MSL	Mean Sea Level
N/A	Not applicable
NAAQS	National Ambient Air Quality Standards
NAVBASE	Naval Base
NAVRESREDCOM	Naval Reserve Readiness Command Region
NEPA	National Environmental Policy Act
NBK	Naval Base Kitsap
ND	Not detected
NH_4	Ammonium
NHPA	National Historic Preservation Act
nm	nautical mile
NMFS	National Marine Fisheries Service
NO_2	nitrite
NO_3	nitrate
NO_x	nitrous oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSWCCD	Navy Surface Warfare Center Carderock Division
NTU	Nephelometric Turbidity Units
OA	Operational Area
OR	Oregon
Pa	Pascal
PAH	Polycyclic aromatic hydrocarbon
PBDE	Polybrominated diphenyl ether

LIST OF ACRONYMS AND ABBREVIATIONS

PCB	Polychlorinated biphenyl
PDA	Pile Dynamic Analyzer
PFMC	Pacific Fishery Management Council
PM	Particulate matter
PM_{10}	particulate matter smaller than 10 microns
$PM_{2.5}$	particulate matter smaller than 2.5 microns
PO_4	Phosphate
PPT	Parts per thousand
PSAMP	Puget Sound Ambient Monitoring Program
PSCAA	Puget Sound Clean Air Agency
PSU	Practical Salinity Units
PTS	Permanent Threshold Shift
RCW	Revised Code of Washington
RMS	Root Mean Square
SARA	Species at Risk Act
SAS	Sound Attenuation System
SEL	Sound Exposure Level
SFOBB	San Francisco-Oakland Bay Bridge
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SISS	Swimmer Interdiction Security System
SMA	Shoreline Management Act
SMS	Sediment Management Standards
SO_2	sulfur dioxide
SPLs	Sound Pressure Levels
SSP	Navy Strategic Systems Programs
sq ft	square feet
SQS	Sediment Quality Standards
SRKW	Southern Resident Killer Whale

LIST OF ACRONYMS AND ABBREVIATIONS

SUBASE	Submarine Base
SUBDEVRON	Submarine Development Squadron
SWFPAC	Strategic Weapons Facilities Pacific
TBD	To be determined
TL	Transmission Loss
TOC	Total Organic Carbon
TRIDENT	Trident Fleet Ballistic Missile
TROC	Thorndyke Resources Operation Complex
TS	Threshold Shift
TSS	Total Suspended Solids
TTS	Temporary Threshold Shift
U&A	Usual and Accustomed fishing area
U.S.	United States
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
WA	Washington
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WDNR	Washington Department of Natural Resources
WDOE	Washington State Department of Ecology
WDOH	Washington Department of Health
WQS	Water Quality Standards
WRCC	Western Regional Climate Center
WSDOT	Washington State Department of Transportation
WSF	Washington State Ferries
ZOI	Zone of Influence

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1 PROPOSED ACTION, PURPOSE AND NEED

1.1 INTRODUCTION

Naval Base Kitsap (NBK) at Bangor, Washington is located on Hood Canal approximately 20 miles west of Seattle (Figure 1–1). NBK at Bangor provides berthing and support services to United States (U.S.) Navy submarines and other fleet assets. The entirety of NBK at Bangor is restricted from general public access. However, tribal access is permitted to the beach south of Delta Pier (approximately 1.1 miles from the Explosives Handling Wharf) for shellfish harvesting.

1.2 PROPOSED ACTION

As part of the U.S. Navy's sea-based strategic deterrence mission, the Navy Strategic Systems Programs (SSP) directs research, development, manufacturing, test, evaluation, and operational support of the TRIDENT Fleet Ballistic Missile (TRIDENT) program. SSP currently utilizes the existing Explosives Handling Wharf (EHW-1) to accomplish its mission.

Under the Proposed Action, ninety six 24-inch diameter concrete piles would be removed, thirty nine 12-inch steel fender piles would be removed and three 24-inch diameter steel fender piles would be removed. In addition, a total of twenty eight 30-inch diameter hollow, open-ended steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1. The proposed action would occur over a two years starting in 2011 with impact pile driving occurring between July 16 and September 30 and vibratory pile driving occurring between July 16 and October 31 each year. Additional in-water work on the wharf, as described below, could occur between July 16 and February 15 of each year. Work would occur between two hours after sunrise and two hours prior to sunset. The removal and installation of piles at EHW-1 is broken up into three components described in detail below. Construction would occur when the wharf is not in operational use. Construction activities would not disrupt operations at EHW-1. Figure 2-1 provides a detailed graphic of this alternative.

The first component of this project would entail (Section A on Figure 2-1):

- The removal of one 24-inch diameter steel fender pile and its associated fender system components at the outboard support. A fender pile is set beside slips, wharves, etc., to guide approaching vessels and driven so as to yield slightly when struck in order to lessen the shock of contact. The fender system components are the components that attach the fender piles to the structure. These components are above the water line.

- The installation of sixteen 30-inch diameter hollow steel pipe piles (approximately 130 feet (ft) [40 meters] long). The piles would be installed to the tip elevation approximately 110 ft (34 meters [m]) (Mean Lower Low Water [MLLW]). This means that 100 ft of the pile will be below the MLLW mark.

- The construction of two cast-in-place concrete pile caps (concrete formwork may be located below Mean Higher High Water [MHHW]).

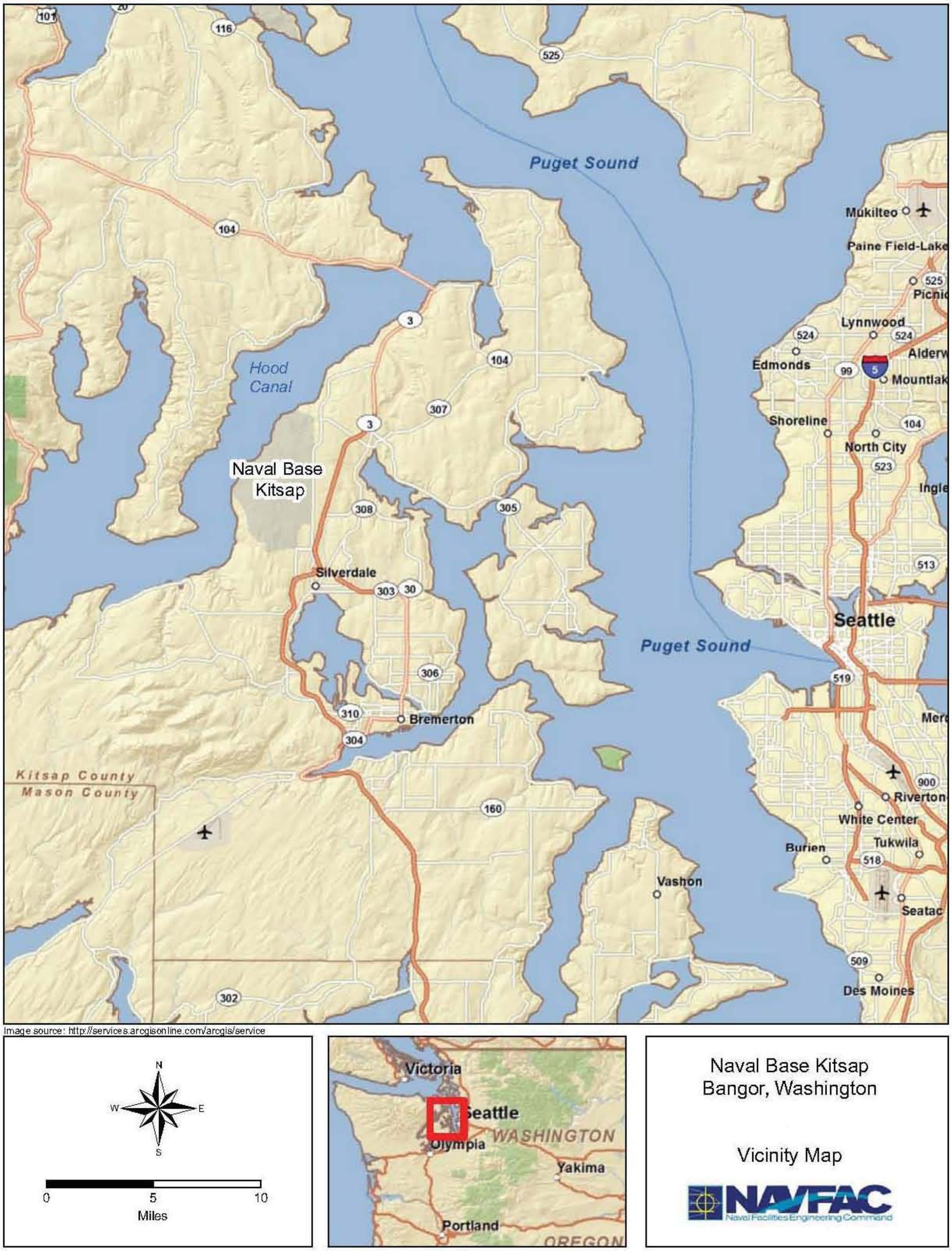

Figure 1-1 Vicinity Map

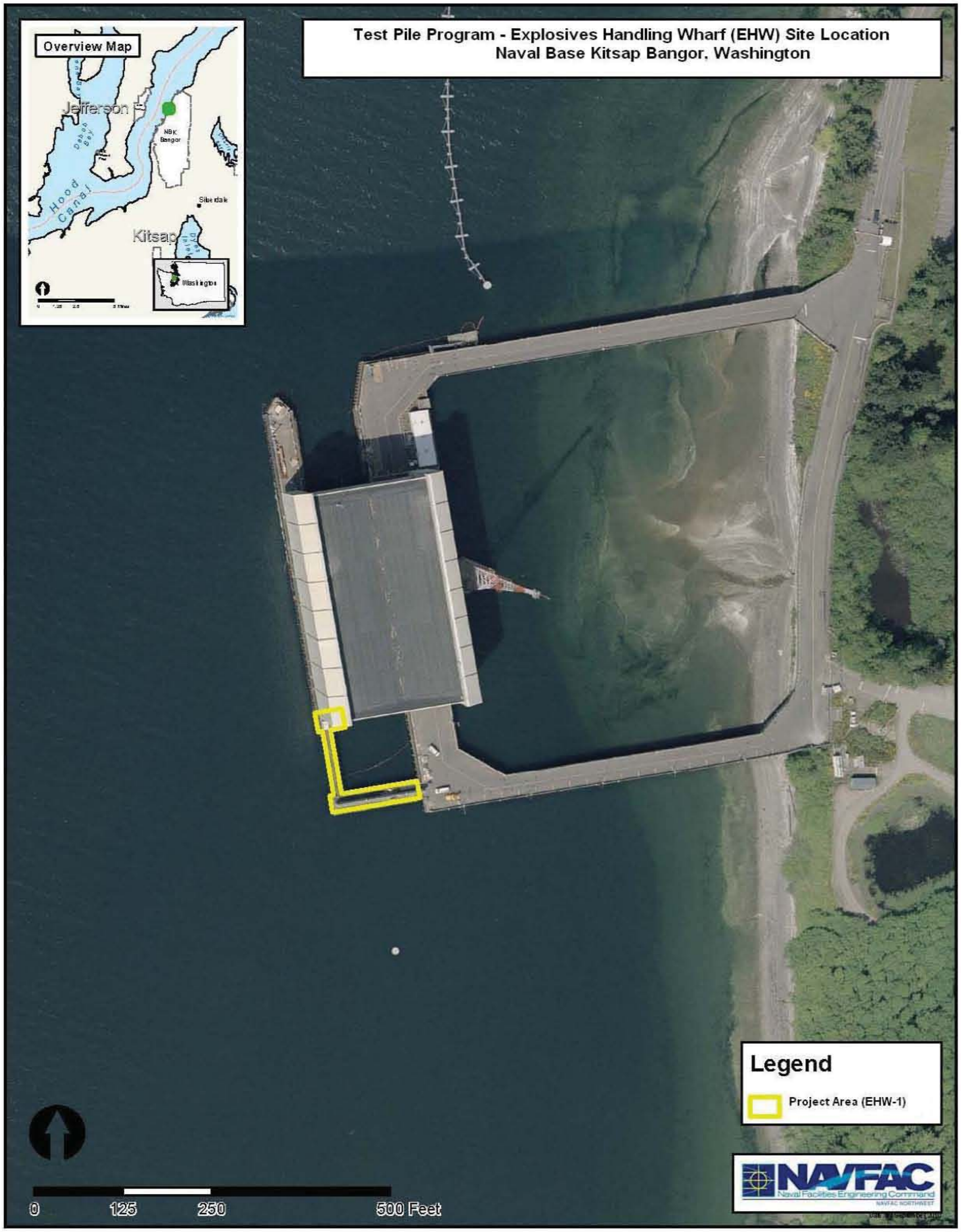

Figure 1-2 Project Area

- The installation of three sled mounted passive cathodic protection systems would follow. The sled mounted passive cathodic protection system prevents the metallic surfaces under the wharf from corroding due to the saline conditions in Hood Canal. This system will be banded to the steel piles

- The piles would be removed/installed between July 16 and October 31 during each year of construction. The installation of the concrete pile caps and sled mounted passive cathodic protection systems would occur out of the water and would be installed on the tops of the piles themselves or attached the wharf's superstructure. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between the window of July 16 to February 15 during each year of construction to minimize impacts to listed species, particularly fish.

- Figure 2-2 provides a diagram of Section A.

The second component of this project would require (Section B on Figure 2-1):

- The removal of two 24-inch diameter steel fender piles at the main wharf and associated fender system components.

- The installation of twelve 30-inch diameter hollow steel pipe piles (approximately 74-122 ft (23-37 m) long). The embedment depth of the piles would range from 30-50 ft (9-15 m).

- The construction of four concrete pile caps (concrete formwork may be located below MHHW).

- The installation of a pre-stressed concrete superstructure. The superstructure is part of a wharf found above or supported by the caps or sills, including the deck, girders, and stringers.

- The installation of two sled mounted passive cathodic protection systems. The installation/re-installation of related appurtenances would follow. Appurtenances are the associated parts of the superstructure that connect the superstructure to the piles. These pieces include all of the components such as bolts, welded metal hangers and fittings, brackets, etc.

- The piles would be removed/installed between July 16 and October 31 during each year of construction. The installation of the concrete pile caps, the concrete superstructure, and sled mounted passive cathodic protection systems, would all occur out of the water and would be installed on the tops of the piles or attached to the wharf's superstructure. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between the window of July 16 to February 15 during each year of construction to minimize impacts to listed species, particularly fish.

The last component of this project would be (Section C on Figure 2-1):

- The removal of the concrete fragmentation barrier and walkway. The walkway is used to get from the Wharf Apron to the Outboard Support. These structures would likely be removed by cutting the concrete into sections (potentially 3 or 4 total) using a saw, or other equipment, and removed using a crane. The crane would lift the sections from the existing piles and would be placed on a barge.

- The removal of the piles supporting the fragmentation barrier including:
  - Thirty nine 12-inch diameter steel fender piles,
  - Ninety six 24-inch diameter hollow pre-cast concrete piles cut to the mudline (includes 72 at fragmentation barrier, four at walkway, four at Bent 8 outboard support, and eight at Bents 9 and 10).

- Concrete piles would be removed with a pneumatic chipping hammer or another tool capable of cutting through concrete. Pneumatic hammers are used for drilling and the chipping of brick, concrete, and other masonry. A pneumatic chipping hammer is similar to an electric power tool, such as a jackhammer, but uses the energy of compressed air instead of electricity. The pneumatic chipping hammer basically consists of a steel piston that is reciprocated (moved backward and forward alternately) in a steel barrel by compressed air. On its forward stroke the piston strikes the end of the chisel. The reciprocating motion of the piston occurs as such a rate that the chisel edge vibrates against the concrete with enough force to fragment or splinter the pile.

- The piles would be removed between July 16 and October 31 during each year of construction. The removal of the fragmentation barrier and walkway would occur above the water. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities will occur between the window of July 16 to February 15 during each year of construction to minimize impacts to listed species, particularly fish.

- The concrete debris would be captured using debris curtains/sheeting and removed from the project area.

In the event the proposed action was not carried forward, the structural integrity of EHW-1 would remain in jeopardy, leading to the continued deterioration of the piles and the eventual structural failure of the wharf. This failure would be attributed to delayed ettringite formation. Delayed ettringite formations occur when the concrete does not cure properly leading to structural damage in the concrete. Ultimately, the concrete deteriorates, exposing the internal rebar structure of the pile. Biannual inspections of the piles determine a priority rating of which piles are in need of replacement.

1.3 STUDY AREA DESCRIPTION

EHW-1 is located along the eastern shoreline of Hood Canal in Kitsap County. The wharf is a U-shaped concrete structure built in 1977 for ordnance handling operations in support of the Trident Submarine squadron home ported at NBK at Bangor (Figure 1-2). EHW-1 consists of two 100-foot (31 yd) access trestles and a main pier deck which measures approximately 700 ft (213 m) in length and is approximately 500 ft (183 m) wide. The wharf is supported by both 16-inch and 24-inch hollow octagonal pre-cast concrete piles (approximately 130 ft [40 m] in length). Additionally, there are steel and timber fender piles on the outboard and inboard edges of the wharf.

Two restricted areas are associated with NBK at Bangor, Naval Restricted Areas 1 and 2 (33 CFR 334.1220). Naval Restricted Area 1 covers the area to the north and south along Hood Canal encompassing the Bangor waterfront at NBK (Figure 1-3). The regulations associated with Naval Restricted Area 1 state that no person or vessel shall enter this area without permission from the Commander, Naval Submarine Base at Bangor or his/her authorized representative. Naval Restricted Area 2 encompasses the waters of Hood Canal within a circle of 1,000 yards (3,000 ft) diameter centered at the north end of NBK at Bangor and partially overlapping Naval Restricted Area.

The regulations associated with Naval Restricted Area 2 state that navigation will be permitted within that portion of this circular area not lying within Area No. 1 at all times except when magnetic silencing operations are in progress. Figure 1-2 depicts a plan view of the study area location and Figure 1-3 indicates the restricted areas associated with NBK at Bangor.

The non-tidal submerged lands adjacent to NBK at Bangor are state lands under the jurisdiction of the Washington Department of Natural Resources (DNR). Nevertheless, the United States Navy retains a navigational servitude in all navigable waters regardless of the ownership of submerged lands. Thus, the United States may take action concerning navigation over any navigable channel such as Hood Canal, to include that which affects the submerged lands beneath the water column. At NBK at Bangor, enforcement of the restricted areas immediately adjacent to the base is a valid exercise of the navigational servitude, as would be the repair of any facility relating to navigation, such as EHW-1.

NBK at Bangor is surrounded by private residences along its north and south borders. The closest off-base residences are approximately 1.5 miles north of EHW-1 and the closest on-base residence is 3.75 miles from EHW-1. Properties on the western side of Hood Canal are approximately 4 miles away, including waterfront residences on the western shore of Squamish Harbor. The portion of Hood Canal adjacent to EHW-1 averages 1.5 miles in width and is bordered on the west by a 768-acre Navy-owned buffer strip on the Toandos Peninsula. This military buffer zone is restricted to the public and there is no recreational access. Areas surrounding the buffer area have rural and commercial forest land use designations by Jefferson County. EHW-1 is also within the Usual and Accustomed (U&A) fishing area of five Native American Tribes. The tribes include: Skokomish Tribe; Lower Elwha Klallam Tribe, Port Gamble S'Klallam Tribe, Jamestown S'Klallam Tribe, and the Suquamish Tribe.

1.4 PURPOSE AND NEED

The purpose of the EHW-1 Pile Replacement Project is to remove and install piles and associated structures to maintain the structural integrity of the wharf.

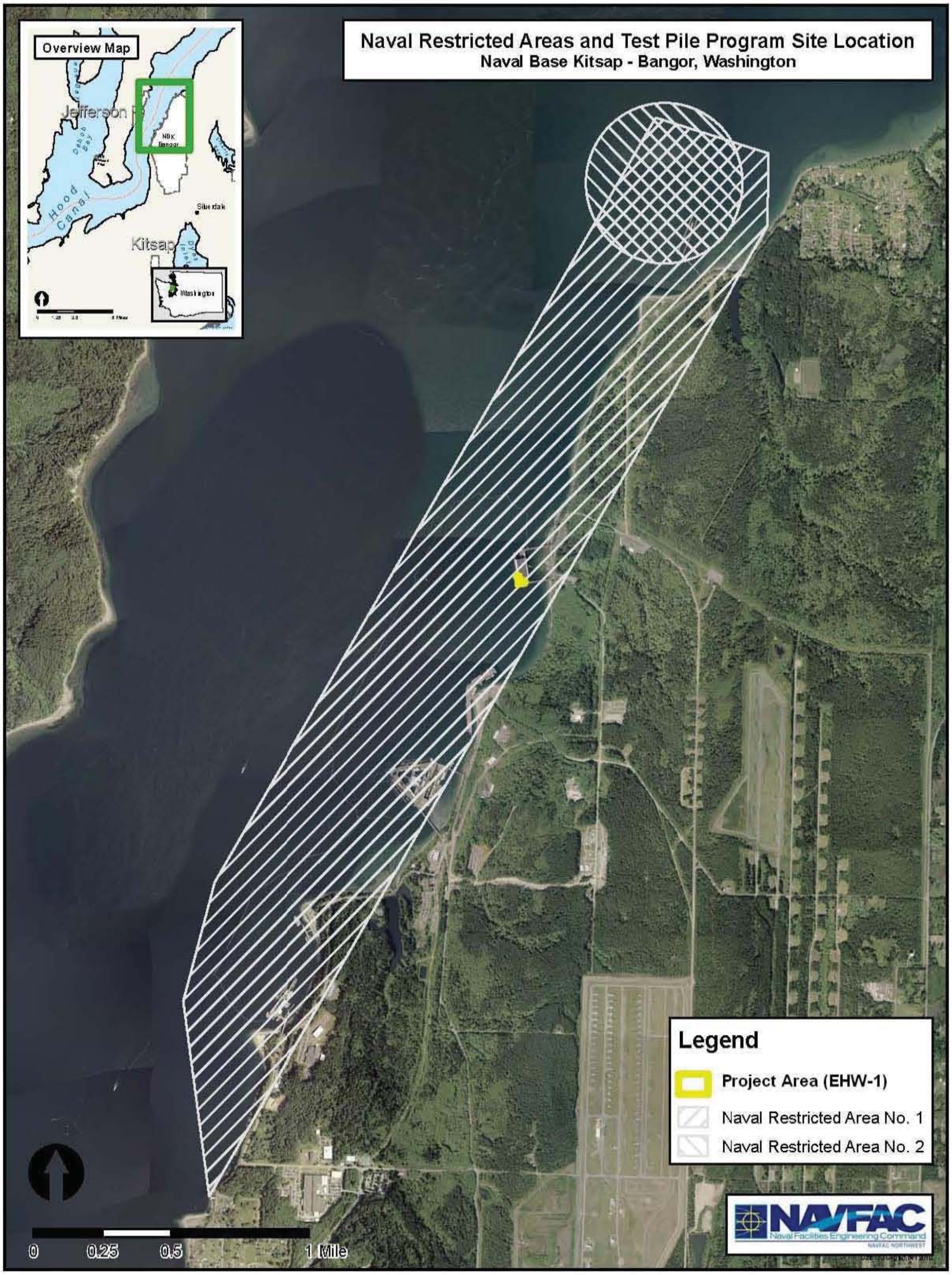

Figure 1-3 NBK at Bangor Restricted Areas

The need for the EHW-1 Pile Replacement Project is to continue the functionality and structural integrity of the wharf which has deteriorated since it was built in 1977. Repairs and maintenance are needed so that the operational requirements of the TRIDENT program are met.

1.5 ENVIRONMENTAL REVIEW PROCESS

1.5.1 National Environmental Policy Act

The National Environmental Policy Act (NEPA) of 1969 requires the consideration of potential environmental consequences of federal actions. Regulations for federal agency implementation of the Act were established by the President's Council on Environmental Quality (CEQ). Under NEPA, federal agencies must prepare an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) for any major federal action, except those actions that are determined to be "categorically excluded" from further analysis.

An EA is a concise public document that provides sufficient analysis for determining whether the potential environmental impacts of a proposed action are significant, which would result in the preparation of an EIS, or not significant, which would result in the preparation of a Finding of No Significant Impact (FONSI). An EIS is prepared for those federal actions that may significantly affect the quality of the human environment. Thus, if the Navy were to determine that the proposed action would have a significant impact on the quality of the human environment, an EIS would be prepared. An EA should include: brief discussions of the purpose and need for the proposal, the proposed action, the alternatives, the affected environment, the environmental impacts of the proposed action and alternatives, a listing of agencies and persons consulted and a discussion of the cumulative impacts associated with the alternatives.

This EA was prepared by the lead agency, the Navy, who will make a determination regarding the proposed action and may conclude that a FONSI which summarizes the issues presented in this EA is appropriate. The FONSI would be signed by the Navy and a notice of availability would be published in local newspapers in Kitsap County.

The Navy has prepared this EA in accordance with applicable federal and state regulations and instructions, as well as with other applicable laws, rules and policies. These include, but are not limited to the following:

- NEPA as amended by Public Law 94-52, July 3, 1975 (42 U.S.C. 4321 *et seq.*), which requires environmental analysis for major federal actions significantly affecting the quality of the environment.
- CEQ regulations, as contained in 40 CFR Parts 1500 to 1508, which direct federal agencies on how to implement the provisions of NEPA.
- Navy Regulations for Implementing NEPA 32 CFR 775.
- OPNAVINST 5090.1C.

1.5.2 Agency Coordination and Permit Requirements

In addition to NEPA, other laws, regulations, permits, and licenses may be applicable to the proposed action including the following:

- Permit from the U.S. Army Corps of Engineers (USACE), Seattle District in accordance with Section 10 of the Rivers and Harbors Appropriation Act of 1899. Section 10 of the Rivers and Harbors Act of 1899 prohibits the obstruction or alteration of any navigable water of the United States, unless authorized by USACE. A Section 10 permit is required for the proposed action because it includes replacing piles at EHW-1 in navigable waters.
- Federal Coastal Consistency Determination (CCD) concurrence by the State of Washington Department of Ecology, Coastal Zone Management Program in accordance with the Coastal Zone Management Act (CZMA). This consultation will be completed to ensure the Navy is complying to the maximum extent practicable with the enforceable policies of the state's Coastal Zone Management (CZM) Program. The Washington CZM program is part of the Washington State Shoreline Management Act (SMA), and includes local government shoreline master programs. The Navy would obtain CCD concurrence as part of the Section 10 permit.
- When cultural resources are located on federal land, these resources are subject to the regulatory requirements of the National Historic Preservation Act (NHPA) of 1966, the American Indian Religious Freedom Act of 1978, the Archaeological Resources Protection Act of 1979, and the Native American Graves Protection and Repatriation Act of 1990. For purposes of compliance with Section 106 of the NHPA, only "historic properties" are subject to assessment of adverse effects. A historic property is any prehistoric or historic district, site, building, structure, or object included in, or eligible for listing in, the National Register of Historic Places. The term "historic property" also includes properties of traditional spiritual and/or cultural importance to an Indian tribe, ethnic group, or subculture. To comply with Section 106 of the NHPA, the Navy will consult with the Washington Department of Archeological and Historic Preservation (DAHP) and affected tribes on the proposed action.
- The Annotated 1999 Native American and Alaska Native Policy, promulgated by the U.S. Department of Defense (DoD), requires the Navy to consult with federally recognized tribes concerning proposed military activities that could affect tribal lands and resources, including sacred sites, on and off military reservations. This would include U&A treaty harvest rights or established affiliation with cultural resource sites in the proposed action area. The Navy will consult with tribes to assess whether the proposed action will significantly affect protected tribal resources or rights.

  Executive Order (EO) 13175, Consultation and Coordination with Indian Tribal Governments, directs federal agencies to consult with tribes and respect tribal sovereignty when taking actions affecting Native American rights. In the Navy, the EO and DoD policy are implemented in accordance with SECNAVINST 11010.14A, Department of the Navy Policy for Consultation with Federally Recognized Tribes, dated 11 October 05. In 1855, Territorial Governor Isaac Stevens negotiated treaties with 24 of the 29 modern-day federally recognized tribes located in Washington State. The treaties included language pronouncing that, "[T]he right of taking fish at U&A grounds and station is further secured to said Indians in common with all citizens of the Territory…together with the privilege of hunting and gathering roots and berries on open and unclaimed lands." Subsequent legal decisions have identified (U&A) areas and afforded tribes the right to fifty percent of all fish and shellfish present or passing through the tribe's historic

U&A areas, including on and off-reservation areas where tribes engaged in fishing, hunting and gathering of food, as well as access to historical fishing grounds and stations identified in treaties and other documents.

The Point No Point Treaty of 1855 granted U&A treaty harvest rights for fishing and hunting in Hood Canal and the Kitsap Peninsula to the S'Klallam and Skokomish Tribes. The S'Klallam, Skokomish, Elwha Klallam, Jamestown S'Klallam, and Suquamish Tribes have adjudicated U&A in Hood Canal. A 1997 cooperative agreement between the Navy and the Skokomish, Port Gamble S'Klallam, Lower Elwha Klallam, and Jamestown S'Klallam Tribes enabled tribal members to access designated beach areas on the NBK at Bangor waterfront to harvest shellfish. The Suquamish Tribe was a signatory to the Point Elliott Treaty of 1855, and was also recognized as having U&A treaty harvest rights in Hood Canal and the Kitsap Peninsula. The Navy has invited the Native American tribes with U&A to participate in government-to-government consultation for the proposed action.

- The Endangered Species Act (ESA) of 1973, as amended, requires that an action authorized by a federal agency shall not jeopardize the continued existence of an endangered or threatened species or result in the destruction or adverse modification of designated critical habitat of such species. The Navy has undertaken consultations with U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) under the ESA for federally threatened and endangered species that may be affected by the project.
- The Migratory Bird Treaty Act (16 USC 703-712), as amended, makes it a prohibited act, unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention…for the protection of migratory birds…or any part, nest, or egg of any such bird" (16 USC 703). EO 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, requires that all federal agencies avoid or minimize the effects of their actions on migratory birds and take active steps to protect birds and their habitat. While the proposed action is not expected to affect migratory birds, should the Navy's environmental analysis indicate a potential for the proposed action to affect migratory birds, the Navy will consult with the USFWS under the Migratory Bird Treaty Act.
- The Fishery Conservation and Management Act of 1976 (16 USC § 1802), later changed to the Magnuson Fishery Conservation and Management Act in 1980, established a 200-nautical mile fishery conservation zone in U.S. waters and a regional network of Fishery Management Councils. The Fishery Management Councils are composed of federal and state officials who oversee fishing activities within the fishery management zone. In 1996, the Magnuson Fishery Conservation and Management Act was reauthorized and amended as the Magnuson-Stevens Fishery Conservation and Management Act (MSA), known as the Sustainable Fisheries Act. The MSA mandated numerous changes to the existing legislation designed to prevent overfishing, rebuild depleted fish stocks, minimize bycatch, enhance research, improve monitoring, and protect fish habitat.

The MSA requires that Essential Fish Habitat (EFH) be identified and described for each federally managed species. NMFS and regional Fishery Management Councils determine the species distributions by life stage and characterize associated habitats, including habitat areas of particular concern. The MSA requires federal agencies to consult with NMFS on activities that may adversely affect EFH, or when NMFS independently learns of a federal activity that may adversely affect EFH. The MSA defines an adverse effect as "any impact which reduces quality and/or quantity of EFH [and] may include direct (e.g., contamination or physical disruption), indirect (e.g., loss of prey or reduction in species' fecundity), site-specific or habitat wide impacts, including individual, cumulative, or synergistic consequences of actions" (50 CFR 600.810). The Navy will not consult with NMFS under the MSA for the proposed action because EFH would not be adversely affected.

- The Marine Mammal Protection Act (MMPA) of 1972, as amended, establishes a national policy designated to protect and conserve marine mammals and their habitats. This policy is intended to prevent diminishment of marine mammal populations beyond the point at which they cease to be a significant functioning element in the ecosystem, or below their optimum sustainable population. NMFS is responsible for reviewing federal actions for compliance with the MMPA. The environmental analysis conducted in this EA for the proposed action has determined that there could be a take of marine mammals.[1] Thus, the Navy is consulting formally with NMFS Headquarters under the MMPA.

[1] Take, as defined in the regulations implementing the MMPA, is: "…to harass, hunt, capture, collect, or kill, or attempt to harass, hunt, capture, collect or kill any marine mammal. This includes, without limitation, any of the following: The collection of dead animals, or parts thereof; the restraint or detention of a marine mammal, no matter how temporary; tagging a marine mammal; the negligent or intentional operation of an aircraft or vessel, or the doing of any other negligent or intentional act which results in disturbing or molesting a marine mammal; and feeding or attempting to feed a marine mammal in the wild" (50 CFR Section 216.3).

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2 DISCUSSION OF ALTERNATIVES

NEPA's implementing regulations (40 CFR 1502.14) provide guidance on the consideration of alternatives to a federally proposed action and require rigorous exploration and objective evaluation of reasonable alternatives. Each of the alternatives must be feasible and reasonably foreseeable in accordance with the CEQ regulations (40 CFR 1500-1508). This chapter provides a description of the alternatives analyzed in this EA.

2.1 ALTERNATIVES

As required by NEPA, all reasonable alternatives must be considered. However, only those alternatives determined to be reasonable relative to their ability to fulfill the purpose and need for the proposed action will be analyzed in the EA. Reasonable alternatives include those that are prudent and feasible. The Proposed Action was developed giving due consideration to the purpose and need. The criteria that Navy used in developing alternatives were: 1) maintaining operational requirements; and 2) enhancing the structural integrity of the wharf. This EA analyzes a No Action Alternative and one Alternative to achieve the proposed action. Other potential alternatives included replacing all of the piles at once and putting jackets around the existing piles; however, neither of the alternatives would be feasible. The construction associated with this replacing all the piles at once would shut down wharf operations for an extended period of time, preventing the ability of the Navy to maintain operational requirements, thus failing the first criterion. Utilizing structural jackets around existing deteriorating piles would not solve the underlying problem; jackets would not enhance the underlying structural integrity of the deteriorating concrete piles, thus failing the second criterion. Section 2.2 provides more detail on why these alternatives are not being considered. There are no additional reasonable alternatives considered which would still meet the objectives of the proposed project.

2.1.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. The removal of 138 steel fender piles and concrete piles and the installation of 28 hollow steel pipe piles and associated structures would not occur. The structural integrity of EHW-1 would remain in jeopardy, leading to the continued deterioration of the piles and the eventual structural failure of the wharf. This structural failure would be attributed to delayed ettringite formation, which occurs when concrete does not cure properly, leading to structural damage in the concrete. Ultimately, the impacts to the existing concrete piles would include deterioration of the concrete, which is exposing the internal rebar structure of the pile. Biannual inspections of the piles determine a priority rating of which piles are in need of replacement. The No Action Alternative would 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. As required by CEQ guidelines, the No-Action Alternative is carried forward for analysis in this EA.

2.1.2 Proposed Action

Under the proposed action, ninety six 24-inch diameter concrete piles would be removed, thirty nine 12-inch steel fender piles would be removed and three 24-inch diameter steel fender piles would be removed. In addition, a total of twenty eight 30-inch diameter hollow, open-ended steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1. The proposed action would occur over a two year period starting in 2011 with impact pile driving occurring between July 16 and September 30 and vibratory pile driving occurring between July 16 and October 31 each year. Additional in-water work on the wharf, as described below, can occur between July 16 and February 15 each year. These in-water timeframe restrictions were determined in consultation with NMFS NW region and USWFS under the ESA. Work would occur between two hours after sunrise and two hours prior to sunset. The removal and installation of piles at EHW-1 is broken up into three components described in detail below. Construction would occur when the wharf is not in operational use. Construction activities would not disrupt operations at EHW-1. Figure 2-1 provides a detailed graphic of this alternative.

The first component of this project would entail (Section A on Figure 2-1):

- The removal of one 24-inch diameter steel fender pile and its associated fender system components at the outboard support. A fender pile is set beside slips, wharves, etc., to guide approaching vessels and driven so as to yield slightly when struck in order to lessen the shock of contact. The fender system components are the components that attach the fender piles to the structure. These components are above the water line.

- The installation of sixteen 30-inch diameter hollow steel pipe piles (approximately 130 ft [40 meters] long). The piles would be installed to the tip elevation approximately 110 ft (34 meters [m]) (Mean Lower Low Water [MLLW]).

- The construction of two cast-in-place concrete pile caps (concrete formwork may be located below Mean Higher High Water [MHHW]).

- The installation of three sled mounted passive cathodic protection systems would follow. The sled mounted passive cathodic protection system prevents the metallic surfaces under the wharf from corroding due to the saline conditions in Hood Canal. This system would be banded to the steel piles.

- The piles would be removed/installed between July 16 and October 31 during each year of construction. The installation of the concrete pile caps and sled mounted passive cathodic protection systems would occur out of the water and would be installed on the tops of the piles themselves or attached the wharf's superstructure. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between July 16 and February 15 during each year of construction to minimize impacts to listed species, particularly fish.

- Figure 2-2 provides a diagram of Section A.

The second component of this project would require (Section B on Figure 2-1):

- The removal of two 24-inch diameter steel fender piles at the main wharf and associated fender system components.

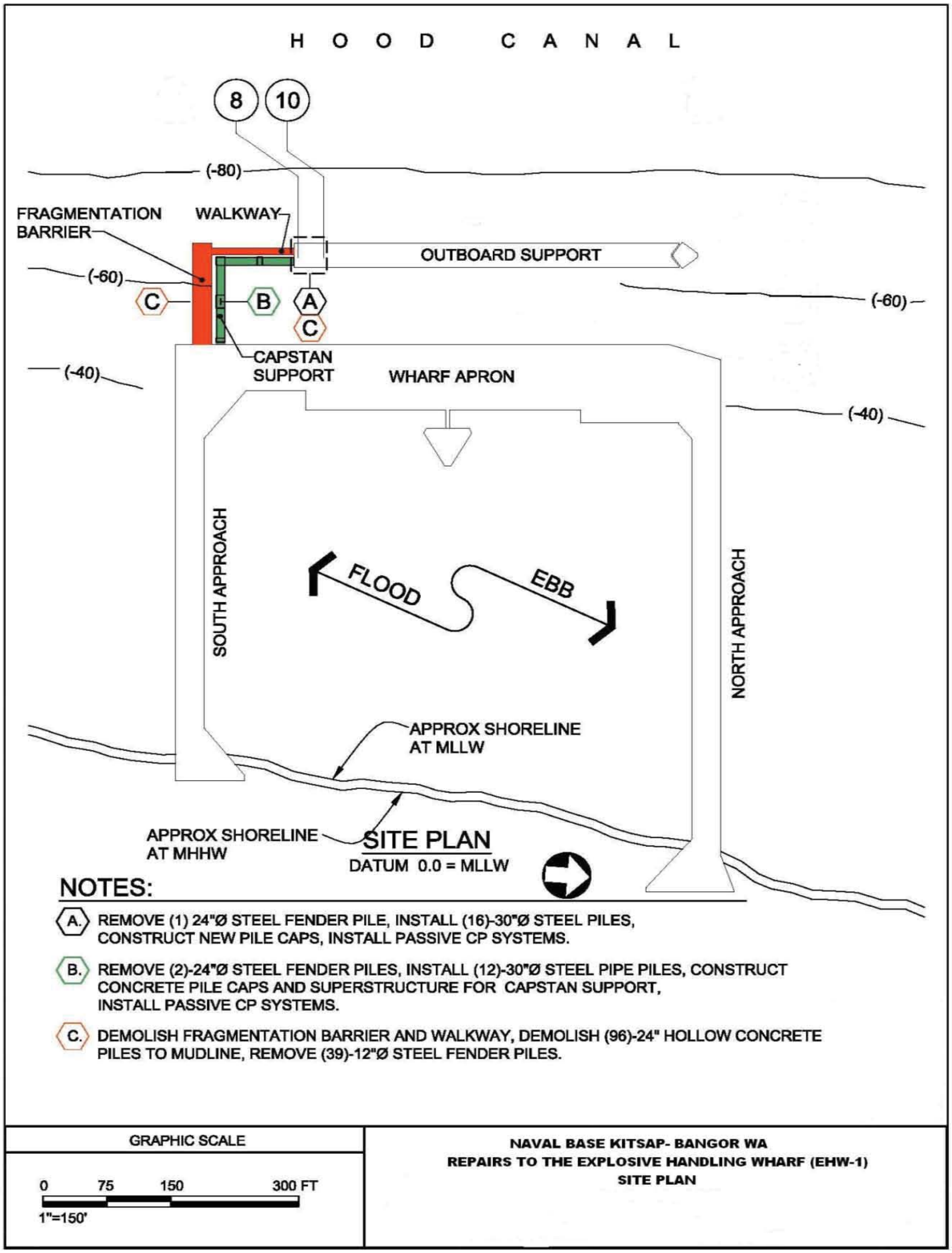

Figure 2-1 EHW-1 Proposed Action

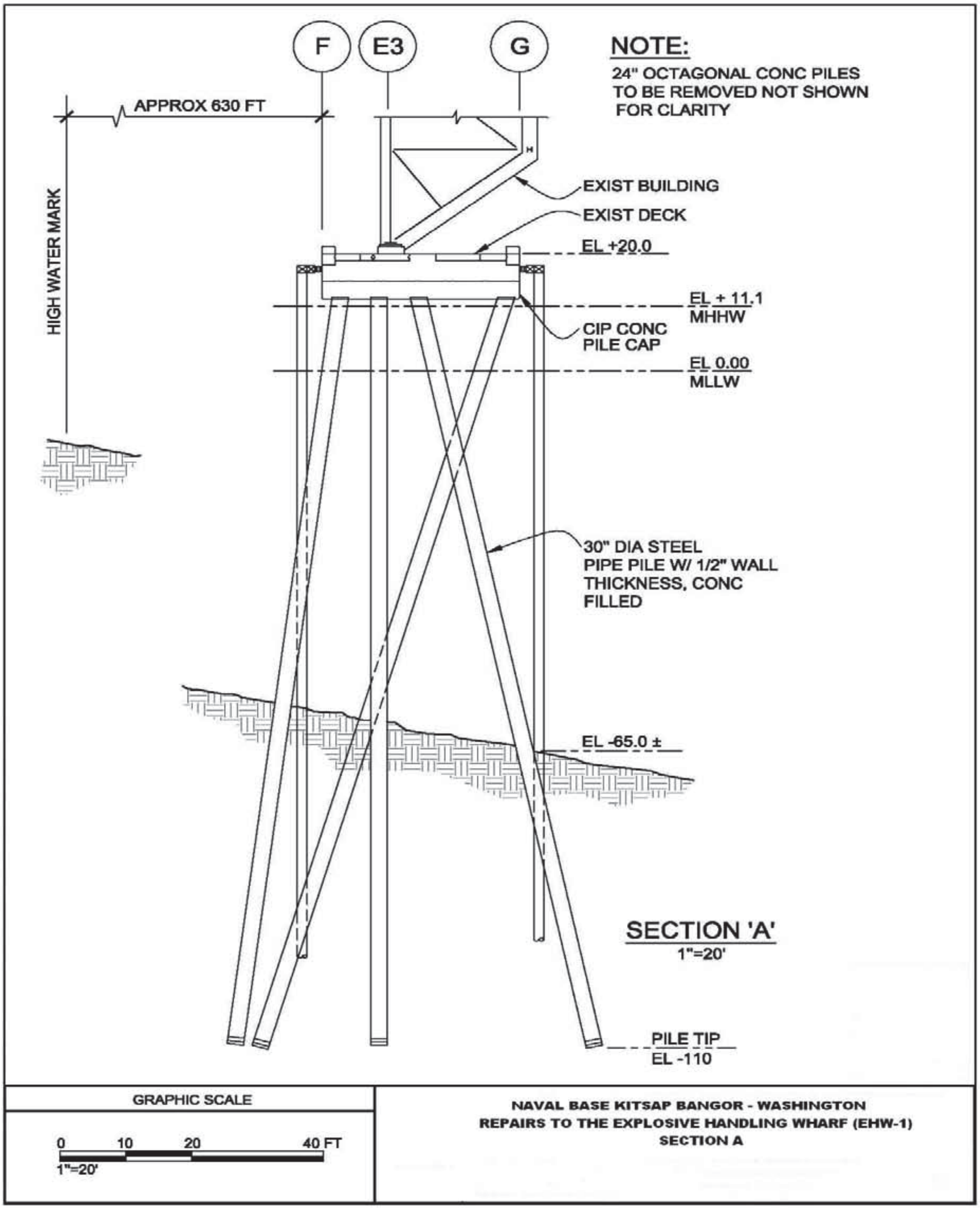

Figure 2-2 Repairs to EHW-1 Section A

- The installation of twelve 30-inch diameter hollow steel pipe piles (approximately 74-122 ft (23-37 m) long). The embedment depth of the piles would range from 30-50 ft (9-15 m).

- The construction of four concrete pile caps (concrete formwork may be located below MHHW).

- The installation of a pre-stressed concrete superstructure. The superstructure is part of a wharf found above or supported by the caps or sills, including the deck, girders, and stringers.

- The installation of two sled mounted passive cathodic protection systems. The installation/re-installation of related appurtenances would follow. Appurtenances are the associated parts of the superstructure that connects the superstructure to the piles. These pieces include all of the components such as bolts, welded metal hangers and fittings, brackets, etc.

- The piles would be removed/installed between July 16 and October 31 during each year of construction. The installation of the concrete pile caps, the concrete superstructure, and sled mounted passive cathodic protection systems, would all occur out of the water and would be installed on the tops of the piles or attached to the wharf's superstructure. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between July 16 and February 15 during each year of construction to minimize impacts to listed species, particularly fish.

The last component of this project would be (Section C on Figure 2-1):

- The removal of the concrete fragmentation barrier and walkway. The walkway is used to get from the Wharf Apron to the Outboard Support. These structures would likely be removed by cutting the concrete into sections (potentially 3 or 4 total) using a saw and removed using a crane. The crane would lift the sections from the existing piles and would be placed on a barge.

- The removal of the piles supporting the fragmentation barrier including:
    - Thirty nine 12-inch diameter steel fender piles;
    - Ninety six 24-inch diameter hollow pre-cast concrete piles cut to the mudline (includes 72 at fragmentation barrier, four at walkway, four at Bent 8 outboard support, and eight at Bents 9 and 10).

- Concrete piles would be removed with a pneumatic chipping hammer or another tool capable of cutting through concrete. Pneumatic hammers are used for drilling and the chipping of brick, concrete, and other masonry. A pneumatic chipping hammer is similar to an electric power tool, such as a jackhammer, but uses the energy of compressed air instead of electricity. The pneumatic chipping hammer basically consists of a steel piston that is reciprocated (moved backward and forward alternately) in a steel barrel by compressed air. On its forward stroke the piston strikes the end of the chisel. The reciprocating motion of the piston occurs as such a rate that the chisel edge vibrates against the concrete with enough force to fragment or splinter the pile.

- The piles would be removed between July 16 and October 31 during each year of construction. The removal of the fragmentation barrier and walkway would occur above the water. While sound transmission from these activities could occur along the piles length and enter the water, this is expected to be minimal. These activities would occur between the window of July 16 to February 15 during each year of construction to minimize impacts to listed species, particularly fish.

- The concrete debris would be captured using debris curtains/sheeting and removed from the project area.

All concrete piles would be removed with a pneumatic chipping hammer or other similar device. All of the steel pipe piles would be installed/removed with a vibratory hammer, rather than an impact hammer. Based on the Navy's experience replacing piles during previous repair cycles at the EHW-1 facility, the Navy feels that use of a vibratory hammer would be sufficient; the impact hammer has yet to be required to accomplish installation. However, during pile installation, depending on local geotechnical site conditions, some piles may be driven (proofed[2]) for the final few feet with an impact hammer. During typical construction projects, impact proofing is only required every 4-5 piles. Per consultation with USFWS under the ESA, impact pile driving (which would only take place during proofing) would not occur on more than five days for the duration of any pile driving window and no more than one pile would be proofed in a given day. Furthermore, impact pile driving, or proofing, would be limited to 15 minutes per pile (up to five piles total). All piles driven by an impact hammer would be surrounded by a bubble curtain or other sound attenuation device over the full water column to minimize in-water noise.

A bubble curtain functions to reduce the transmission of underwater sound by acting as a barrier for the sound to pass through once it is radiated from the pile (CALTRANS, 2009). A bubble curtain is usually a ring or series of stacked rings that are placed around a pile along the entire pile's length. The rings are made of flexible tubing which has small puncture holes along them through which air bubbles come out of when compressed air is pumped through the tubing. The air bubbles rise up from the tubing creating a wall or curtain of bubbles which reduce sound coming from the pile. Air bubble curtains can be confined or unconfined. In a confined system, the bubbles are confined to the area around the piles with a flexible material (plastic or cloth) or a rigid pipe. The material of the confining casing does not affect the overall sound reduction provided by the system (CALTRANS, 2009). Confined systems are most often used when there is the potential for high water current velocities to sweep the bubbles away from the piles. Unconfined systems have no such system for restraining the bubbles.

[2] "Proofing" is driving the pile the last few feet into the substrate to determine the capacity of the pile. The capacity during proofing is established by measuring the resistance of the pile to a hammer that has a piston with a known weight and stroke (distance the hammer rises and falls) so that the energy on top of the pile can be calculated. The blow count in "blows per inch" is measured to verify resistance, and pile compression capacities are calculated using a known formula.

Vibratory pile driving would be restricted to the time period between July 16 and October 31, while impact driving would only be performed between July 16 and September 30 during each construction window of this two-year project. Proposed restrictions on vibratory and impact pile driving have been coordinated with the NMFS and the USFWS to ensure minimal impact to federally threatened and endangered species including salmonids and rockfish, the marbled murrelet and Steller sea lions and Southern Resident killer whales. Non-pile driving, in-water work can be performed between July 16 and February 15 of each year.

The work would occur over a two year construction window scheduled to begin in July 2011. The potential duration of pile driving activities is 108 days per year (July 16 – Oct 31) or 216 days over the two year period. The Navy estimates that steel pile installation and removal would occur at an average rate of two piles per day. For each pile installed, the driving time is expected to be no more than one hour for the vibratory portion of the project. The impact driving portion of the project is anticipated to take approximately 15 minutes per pile, with a maximum of five piles per construction window permitted to be impact driven. Steel piles would be extracted using a vibratory hammer. Extraction is anticipated to take approximately 30 minutes per pile. Concrete piles would be removed using a pneumatic chipping hammer or other similar concrete demolition tool. It is estimated that concrete pile removal could occur at a rate of five piles per day maximum, but removal would more likely occur at a rate of three piles per day. It is expected to take a couple of hours to remove each concrete pile with a pneumatic chipping hammer.

For steel piles, this results in a maximum of two hours of pile driving per pile or potentially four hours per day. For concrete piles, this results in a maximum of two hours of pneumatic chipping per pile, or potentially six hours per day. Therefore, while 216 days of pile driving time is proposed (108 days per construction period), only a fraction of the total work time per day would actually be spent pile driving. An average work day (two hours post-sunrise to two hours prior to sunset) is approximately eight to nine hours, depending on the month. While it is anticipated that only four hour of pile driving would be needed per day for steel piles, or six hours of pneumatic chipping would be needed for concrete piles, to take into account deviations from the estimated times for pile installation and removal, the Navy modeled potential impact as if the entire day could be spent pile driving.

Based on the proposed action, the total time from vibratory pile driving during steel pile installation would be approximately 14 days (28 piles at an average of two per day). The total time from impact pile driving during steel pile installation would be five days (five piles at one per day). The total time from vibratory pile driving during steel pile removal would be 21 days (42 piles at an average of two per day). The total time from using a pneumatic chipping hammer during concrete pile removal would be 32 days (96 piles at an average of three per day).

Implementation of the proposed action would involve mobilization of approximately six barges including two 37 ton derrick barges, two 43' x 119' x 9' and spud barges and two 43' x 160' x 10' flat deck barges. The derrick barges would hold the cranes and other equipment (generators, chipping hammer, etc) for pile removal and installation; the spud barges would provide a lay down area, if necessary; and the flat deck barges would be used to transport piles. The barges would also be utilized to remove construction debris from the project area. The debris would be disposed of per state and federal regulations and the disposal sites and methods would be approved by the Navy prior to the initiation of construction. The barges would be located around the wharf and piles as necessary to perform the work. These barges would likely be moved into location with approximately two small (44') tug boats. The tug boats would only be utilized for moving the barges to and from the project area and would not remain on site.

There would be several periods in which no work would be allowed in the EHW-1 area due to essential Government operations. The contractor would remove all equipment from the project area before the no work period and return all equipment after the no work period has ended. Necessary support vessels to assist in relocating watercraft would be immediately available at all times.

The contractor would submit for approval a Closure Plan to address Contractor preparation for the "No Work Periods" when the Contractor must be off site. All open holes would be covered prior to the contractor removing equipment for a no work period. The contractor would be responsible for cleaning up all construction debris. The contractor would submit a Mooring Plan for all barges to the Navy for approval prior to the initiation of construction. The contractor would provide a four foot access, which would remain level with the existing deck, between the fence and the bullrail for personnel traffic during line handling operations.

The contractor would provide temporary steel plate to cover over exposed openings to support foot traffic and equipment operations (per design loads on the contract drawings) during construction. The contractor would provide safe personnel access to the bullrail and the brow locations at all times, including during the specified shutdown periods, and would provide safe pedestrian access at all times between the Wharf Apron and Outboard Support of EHW-1.

2.2 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS

The development process for this EA considered other alternatives associated with the EHW-1 Pile Replacement Project. Two additional alternatives were considered but eliminated from further consideration due to feasibility and operational impacts. A summary of each of the alternatives eliminated from further consideration is discussed below.

2.2.1 Replacement of all EHW-1 Piles at One Time

The piles that support the EHW-1 are deteriorating due to exposure to the harsh marine environment and are being replaced on a planned schedule that extends into the foreseeable future. The entire EHW-1 pile replacement cannot occur at one time due to adverse impacts to operational requirements. The replacement of piles associated with this phase of construction and future phases, if occurring at one time, would prevent the use of EHW-1. Replacement of all piles at once would shut down wharf operations for an extended period of time, preventing the ability of the Navy to maintain operational requirements. Thus this alternative is not operationally feasible and, as such, is not considered in this document.

2.2.2 Structural Pier Jackets

Structural pier jackets have been utilized in other pier maintenance projects at EHW-1. A structural pier jacket is a fiberglass form with reinforced concrete that is installed around a pile. In the case of EHW-1, the concrete piles currently supporting the wharf are deteriorating.

Placing structural pier jackets around deteriorating piles would not enhance the structural integrity of those deteriorating concrete piles. As a result, the structural integrity of the wharf would still be compromised and thus require the replacement of the concrete piles. Thus, this alternative is not a practical solution and, as such, is not considered in this document.

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3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter describes existing environmental conditions for resources potentially affected by the proposed action. This chapter also identifies and assesses the environmental consequences of the proposed action. The affected environment and environmental consequences are described and analyzed according to categories of resources, which are listed in Table 3.1.

Several resource areas have been eliminated from further discussion, as it was concluded that they would not be impacted by the proposed EHW-1 Pile Replacement Project. The resources excluded from the analysis and the reasons for excluding these resources are discussed below:

- Visual Resources – Visual resources are the natural and manmade features that give a particular environment its aesthetic qualities. In developed areas, the natural landscape is more likely to provide a background for more obvious manmade features. The size, forms, materials, and functions of buildings, structures, roadways, and infrastructure will generally define the visual character of the built environment. These features form the overall impression that an observer receives of an area or its landscape character. Attributes used to describe the visual resource value of an area include landscape character, perceived aesthetic value, and uniqueness. The EHW-1 Pile Replacement Project is proposed to occur within the waters of Hood Canal off the NBK at Bangor waterfront. This project will only include repairs to the existing EHW-1 structure, which has been a part of the Bangor waterfront at NBK since 1977. The proposed action will not change the existing appearance of EHW-1, therefore, no adverse impact to visual resources will occur.

- Recreational and Commercial Fishing - Indirect effects to recreational fishing could occur as the proposed pile driving activities could have an impact on the behavior of fish species. Fish could flee the project area as a result of the proposed action, but would be expected to return to the area after the pile driving activities were concluded. However, recreational and commercial fishing does not occur near the EHW-1 Pile Replacement Project area at the Bangor waterfront at NBK as this area is restricted from access by the general public per 33 CFR 334.1220. Therefore the activities described under the proposed action would not have an adverse impact on recreational and commercial fishing.

- Terrestrial Wildlife – The proposed action would occur entirely within the waters of Hood Canal and does not have a terrestrial component. Construction activities would not adversely impact terrestrial habitats terrestrial habitats and sound associated with construction would not harm native terrestrial wildlife, as seen in Figures 3-28, 3-29 and 3-30. Therefore, the activities described under the proposed action would not have an adverse impact on terrestrial wildlife.

TABLE 3.1 POTENTIALLY AFFECTED RESOURCE AREAS AND CHAPTER LOCATIONS

Resource	Section	Resource	Section
Bathymetry	3.1	Fish	3.8
Geology and Sediments	3.2	Marine Mammals	3.9
Water Resources	3.3	Birds	3.10
Air Quality	3.4	Cultural Resources	3.11
Airborne Noise	3.5	Environmental Health and Safety	3.12
Marine Vegetation	3.6	Socioeconomics	3.13
Marine Invertebrates	3.7	Coastal Zone Management Act	3.14

3.1 BATHYMETRY

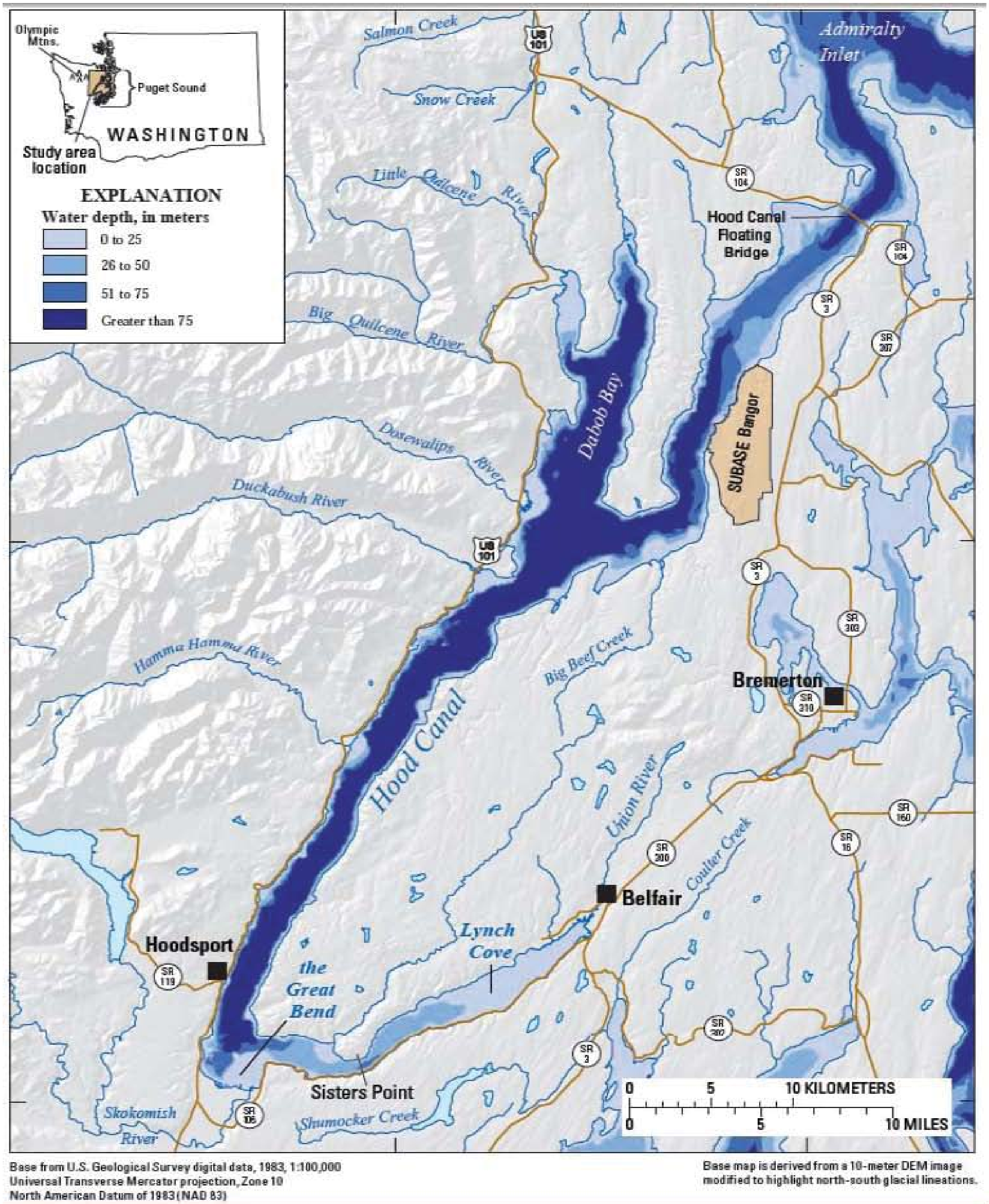
3.1.1 Affected Environment

Puget Sound is a glacially carved fjord with five major basins. Hood Canal is the westernmost basin and has a total length of approximately 62 miles (100 km) and a maximum depth of nearly 626 ft (200 m) (Kellogg, 2004). The basin is relatively straight for the majority of its length, with the exception of Dabob Bay, a major embayment. The major components of Hood Canal are the entrance, Dabob Bay, the central region, and The Great Bend at the southern end (Gustafson et al., 2000) (Figure 3-1). Over most of its length Hood Canal varies in width from 1.0 to 2.5 miles (2 km to 4 km) (Kellogg, 2004).

A shallow sill extends across the short axis of the canal south of Hood Canal Floating Bridge and the northern end of NBK at Bangor in the vicinity of South Point and Thorndyke Bay. It is approximately 25 miles (40 km) long and lies at a depth of approximately 130 ft (40 m). Southward of the sill the bottom on the western side drops off steeply, while the eastern side slopes more gently downward (Figure 3-2). The main thalweg[3] and current runs along the west side of the channel, forming a hanging valley[4] at the sill crest (Gregg and Pratt, 2010). The sill limits exchanges of dense water between the deeper southern reach and Admiralty Inlet, the channel linking Puget Sound to the North Pacific Ocean via the Strait of Juan de Fuca (Gregg and Pratt, 2010). South of the sill, the bottom along the thalweg is extremely rough, varying by + 80 ft (25 m) over 0.6 miles (1 km) or less (Gregg and Pratt, 2010).

The sill, canal cross-sectional area and bathymetric irregularities exert a controlling affect on tidal currents, flow stratification, tidal energy and exchange of dissolved oxygen (Gregg and Pratt, 2010; Kellogg, 2004; Gustafson et al., 2000). However, an accurate description of the hydraulic properties of Hood Canal is hindered by its complex geometry and bathymetry (Gregg and Pratt, 2010). At the project area, water depth ranges from -30 to -90 ft (-9 to -27 meters).

[3] A thalweg is the line defining a channel's maximum depth, and is also usually the line of a current's fastest flow.
[4] A former tributary glacier valley that is incised into the upper part of a U-shaped glacier valley, higher than the floor of the main valley (USGS, 2010).



Source: Gustafson et al., 2000

Figure 3-1 Hood Canal Water Depths

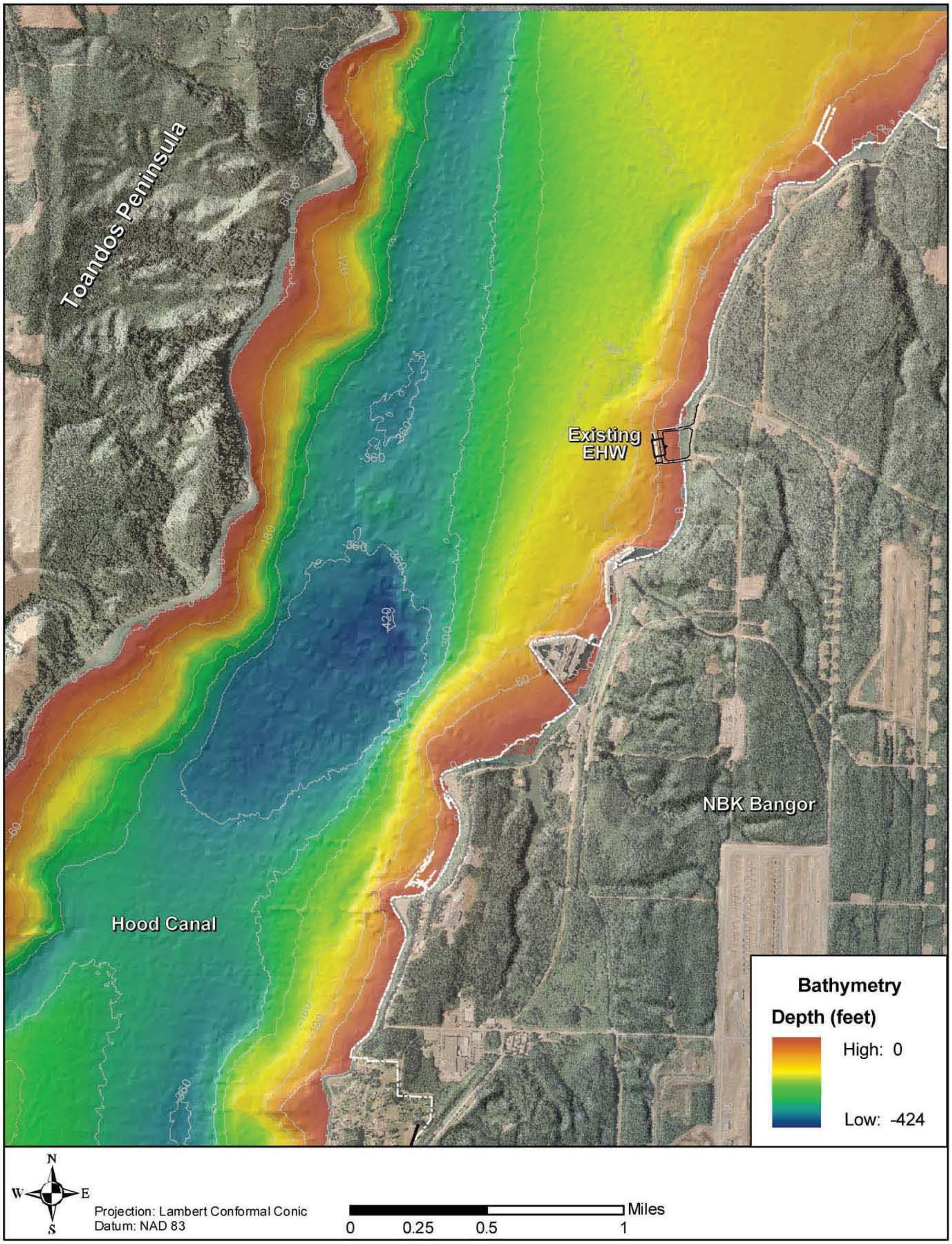


Figure 3-2 EHW-1 Bathymetry

3.1.2 Environmental Consequences

3.1.2.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. The removal of 138 steel fender piles and concrete piles and the installation of 28 hollow steel pipe piles and associated structures would not occur. The baseline conditions would remain unchanged, as deteriorating concrete wharf components are inert. Concrete is composed of hydraulic cement, fly ash, and rock and sand aggregate, which would erode slowly and settle within hours onto the canal floor. Therefore, there would be no significant impacts to bathymetry from implementation of the No Action Alternative.

3.1.2.2 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty-eight 30-inch diameter hollow steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety-six 24-inch diameter concrete piles would be removed at the mudline by a pneumatic chipping hammer, and thirty-nine 12-inch and three 24-inch diameter steel fender piles would be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur.

Under this alternative, construction activities would have a temporary impact on bathymetry as bottom sediments are re-suspended, but bubble curtains and turbidity curtains would help reduce impacts. The use of these and other BMPs is discussed further in Section 3.3.2.2 of Water Resources. Total bottom disturbance, conservatively estimated, from the installation and removal of the piles, which includes the potential to disturb the bottom habitat one meter surrounding each pile is 9,257 ft^2 (860 m^2). The holes created by pile removal would refill naturally with the surrounding sediments. Therefore, the proposed action would slightly mitigate the impacts to the bottom of Hood Canal within the footprint of EHW-1 once construction concludes and storm and tidal actions recreate natural floor contours. Extracted piles would be disposed of in accordance with applicable state and federal laws.

3.2 GEOLOGY AND SEDIMENTS

3.2.1 Affected Environment

3.2.1.1 Regulatory Overview

The Washington State Sediment Management Standards (SMS) (WAC 173-204) provides the framework for the long-term management of marine sediment quality. The purpose of the SMS is to reduce and ultimately eliminate adverse biological impacts and threats to human health from sediment contamination. The SMS establishes standards for the quality of sediments as the basis for management and reduction of pollutant discharges by providing a management and decision-making process for contaminated sediments.

The marine Sediment Quality Standards (SQS) established by the SMS define the lower limit of sediment quality expected to cause no adverse impacts to biological resources in Puget Sound. The SMS Cleanup Screening Levels (CSL) represents cleanup thresholds. Concentrations between the SQS and CSL values require further investigation to determine whether actual adverse impacts exist at the site due to contaminated sediments.

3.2.1.2 Geology

The Puget Lowland occupies the structural depression between the Olympic Mountains and Coast Range to the west and the Cascade Volcanic Arc to the east. Much of the western part of the Lowland is underlain by Eocene Crescent Formation of largely basalt composition and oceanic affinity. These massive rocks crop out in the Olympic Mountains and dip shallowly eastward beneath the Puget Sound. Amalgamated pre-Tertiary, ophiolite-bearing oceanic terrenes and overlying Tertiary Cascade volcanic rocks underlie the Lowland to the north and east and form the high topography of the Cascade Range (Saltus, et al., 2005).

The geology arid topography of Puget Sound reflects the influences of past glacial activity. Valleys are typically floored in moderately permeable outwash, deposited by rivers and streams draining from the last continental ice sheet about 15,000 years ago. Upland plateaus are most commonly underlain by thin and relatively impermeable glacial till, a highly compacted and resistant substrate (Henshaw and Booth, 2000).

Hood Canal basin is a glacially carved fjord with steep flanks rising abruptly to elevations of more than 200 ft (60 m) above mean sea level (MSL). Farther inland on the Kitsap Peninsula, slopes are moderate and many upland areas are nearly flat. The NBK at Bangor waterfront geomorphology is typical of shorelines around Hood Canal and the Puget Sound. Steep bluffs rising several hundred ft above sea level and merging into uplands with a gentler slope is indicative of this area. Maximum elevations at NBK at Bangor are nearly 500 ft (152 m) MSL (USGS, 2002; 2003). The advance and retreat of glaciers resulting from periodic episodes of glaciations have shaped the underlying geologic conditions of the surrounding area. Successive layers of sediments alternating between dense till layers and other fine- and coarse-grained layers of sediments are found throughout the area. Glacial deposits in the project area are more than 1,200 ft (365 m) thick and are underlain by bedrock.

3.2.1.3 Sediments

Sediment along the east shore of Hood Canal primarily results from natural erosion of bluffs (by wind or wave action). This is because no rivers or large watersheds feed into Hood Canal along the east shore. However, numerous small drainages along the waterfront do feed Hood Canal, thus contributing as a secondary source of sedimentation. Littoral drift or shore drift is the primary mechanism for sediment transport from eroding bluffs. Drift results primarily from the oblique approach of wind-generated waves and can therefore change in response to short-term (daily, weekly, or seasonal) shifts in wind direction. Over the long term, however, many shorelines exhibit a single direction of net shore drift, determined through geomorphologic analysis of beach sediment patterns and of coastal landforms (WDOE, 2009a). A net northerly shore drift occurs at the Bangor waterfront at NBK (WDOE, 1991).

Sediment transport and deposition can become altered by constructed features (e.g., wharves, piers, dolphins, floats, ramps, and groins) by decreasing water velocity, resulting in sedimentation along one side of an obstruction. Offshore structures that alter wave energy (such as breakwaters, floats, and moored vessels) reduce erosion along the shore and allow drift sediment to accumulate. Piers and groins can create a change in the distribution of sediments, resulting in patches of coarse-grained sediment adjacent to patches of fine-grained sediment as well as sediment depleted beaches on the opposite side of the obstruction. As natural wave and current action gradually move fine sediment from intertidal elevations to subtidal elevations, the upper intertidal substrate gradually coarsens and its slope steepens without new sources of sediment to replace the finer material (Downing, 1983).

The proposed project area contains a relatively consistent subsurface matrix series. The ground surface elevation in the vicinity of EHW-1 ranges from +26 ft (8 m) Mean Lower Low Water (MLLW) at the onshore area to approximately -90 ft (27.43 m) MLLW at the western project area edge; with a 10 to 16 percent slope toward the west. Previous borings conducted by Hart Crowser (Geotechnical Data Report Draft P-990 EHW-2 May 4, 2010) demonstrate a subsurface profile that generally consists of recent soil deposits underlain by older glacial deposits. Recent deposits comprised of soft silt (fine-grained particles) and loose sand down slope within the site area to medium dense silty sand with variable amounts of shell and gravel upslope towards the shoreline. Older underlying glacial deposits consist of dense to very dense sand and gravel with variable silt content and interspersed layers of hard silt and clay.

Physical and Chemical Properties of Sediments

Hammermeister and Hafner (2009) described marine sediments as composed of gravelly sands with some cobbles in the intertidal zone, transitioning to silty sands in the subtidal zone. The presence of glacial till approximately 6 ft (2 m) below the mud line in the intertidal zone, increasing to over 10 ft (3 m) in the subtidal zone was found in subsurface coring studies performed in 1994 (URS, 1994). The composition of sediment samples from the project area ranged from 65 to 100 percent for sand, less than one to seven percent for gravel, two to 32 percent silt, and two to 11 percent clay. Table 3.2 provides a detailed description of the physical and chemical characteristics of the surface sediments at EHW-1.

Sediment parameters (such as Total Organic Carbon [TOC], metals, and organic contaminants) were used to characterize sediment quality. TOC, which provides a measure of how much organic matter occurs in sediments, was less than one percent at the project area (see Table 3.2). A range of one-half to three percent is typical for Puget Sound marine sediments, particularly those in the main basin and in the central portions of urban bays (PSWQAT and PSEP, 1997). Total sulfide concentrations range from not detected (ND) (i.e., below detection limit of 0.4 milligrams per kilogram [mg/kg]) to 82.6 mg/kg (see Table 3.2). Ammonia concentrations range from 1.3 to 6.2 mg/kg (see Table 3.2). There are no SQS for TOC, sulfides or ammonia concentrations.

TABLE 3.2 PHYSICAL AND CHEMICAL CHARACTERISTICS OF SURFACE SEDIMENTS AT THE EHW-1 PILE REPLACEMENT PROJECT

PARAMETER	SEDIMENT QUALITY STANDARDS (SQS)	CLEANUP SCREENING LEVELS (CSL)	EHW-1 PILE REPLACEMENT PROJECT AREA (MINIMUM – MAXIMUM VALUES)
Conventionals			
Total Organic Carbon (TOC) (%)	–	–	0.2 – 0.9
Total Volatile Solids (%)	–	–	1.4 – 3.4
Total Solids (%)	–	–	57.8 – 75.7
Ammonia (mg-N/kg)	–	–	1.3 – 6.2
Total Sulfides (mg/kg)	–	–	ND – 82.6
Grain Size			
Percent Gravel (>2.0mm)	–	–	<0.1 – 6.9
Percent Sand (<2.0mm – 0.06mm)	–	–	64.6 – 100
Percent Silt (0.06mm – 0.004mm)	–	–	2.0 – 32.1
Percent Fines (<0.06mm)	–	–	4.6 – 41.2
Percent Clay (<0.004mm)	–	–	2.3 – 11.3
Metals (mg/kg)			
Antimony	–	–	<0.1
Arsenic	57	93	1.1 – 3.5
Cadmium	5.1	6.7	<0.1 – 0.3
Chromium	260	270	13.4 – 26.6
Copper	390	390	5.8 – 21.6
Lead	450	530	2.2 – 6.5
Mercury	0.41	0.59	ND – <0.1
Nickel	–	–	13.2 – 28.2
Selenium	–	–	ND – 0.4
Silver	6.1	6.1	<0.1
Zinc	410	960	21.8 – 47.2
Butyltins (µg/kg)			
Di-n-butyltin	–	–	ND – 13.0
Tri-n-butyltin	–	–	ND – 7.5
Tetra-n-butyltin	–	–	ND
n-butyltin	–	–	ND – 0.9
Low Molecular Polycyclic Aromatic Hydrocarbons (LPAH) (mg/kg TOC)			
Naphthalene	99	170	ND
Acenaphthylene	66	66	ND
Acenaphthene	16	57	ND – 1.5
Fluorene	23	79	ND – 1.4
Phenanthrene	100	480	1.0 – 10.0
Anthracene	220	1200	ND – 1.4
2-Methylnaphthalene	38	64	ND
Total LPAH[2]	370	780	0.7 – 14.3

TABLE 3.2 PHYSICAL AND CHEMICAL CHARACTERISTICS OF SURFACE SEDIMENTS AT THE EHW-1 PILE REPLACEMENT PROJECT (CONTINUED)

PARAMETER	SEDIMENT QUALITY STANDARDS (SQS)	CLEANUP SCREENING LEVELS (CSL)	EHW-1 PILE REPLACEMENT PROJECT AREA [1](MINIMUM – MAXIMUM VALUES)
High Molecular Polycyclic Aromatic Hydrocarbons (HPAH) (mg/kg TOC)			
Fluoranthene	160	1200	1.1 – 10.0
Pyrene	1000	1400	1.0 – 9.6
Benz(a)anthracene	110	270	ND – 3.7
Chrysene	110	460	ND – 8.2
Benzofluoranthenes[3]	230	450	ND – 6.7
Benzo(a)pyrene	99	210	ND – 3.1
Indeno(1,2,3-cd)pyrene	34	88	ND – 2.3
Dibenz(a,h)anthracene	12	33	ND
Benzo(g,h,i)perylene	31	78	ND – 2.3
Total HPAH[4]	960	5300	2.2 – 48.8
Chlorinated Aromatics (mg/kg TOC)			
1,3-Dichlorobenzene	—	—	ND
1,2-Dichlorobenzene	2.3	2.3	ND
1,4-Dichlorobenzene	3.1	9	ND
1,2,4-Trichlorobenzene	0.81	1.8	ND
Hexachlorobenzene	0.38	2.3	ND
Phthalate Esters (mg/kg TOC)			
Dimethylphthalate	53	53	ND
Diethylphthalate	61	110	ND – 5.7
Di-n-Butylphthalate	220	1700	3.5 – 26.1
Butylbenzylphthalate	4.9	64	ND – 2.1
bis(2-Ethylhexyl)phthalate	47	78	ND – 8.3
Di-n-Octylphthalate	58	4500	ND
Phenols (µg/kg dw)			
Phenol	420	1200	14.0 – 53.0
2-Methylphenol	63	63	ND
4-Methylphenol	670	670	ND – 23.0
2,4-Dimethylphenol	29	29	ND
Pentachlorophenol	360	690	ND
Misc. Extractables (mg/kg TOC)			
Benzyl Alcohol	57	73	ND
Benzoic Acid	650	650	ND
Dibenzofuran	15	58	ND – 10.4
Hexachloroethane	—	—	ND
Hexachlorobutadiene	3.9	6.2	ND
N-Nitrosodiphenylamine	28	130	ND

TABLE 3.2 PHYSICAL AND CHEMICAL CHARACTERISTICS OF SURFACE SEDIMENTS AT THE EHW-1 PILE REPLACEMENT PROJECT (CONTINUED)

PARAMETER	SEDIMENT QUALITY STANDARDS (SQS)	CLEANUP SCREENING LEVELS (CSL)	EHW-1 PILE REPLACEMENT PROJECT AREA [1](MINIMUM – MAXIMUM VALUES)
Hexachloroethane	—	—	ND
Hexachlorobutadiene	3.9	6.2	ND
N-Nitrosodiphenylamine	28	130	ND
Pesticides and PCBs (mg/kg TOC)			
Total DDT[5]	—	—	ND
Aldrin	—	—	ND
alpha-Chlordane	—	—	ND
Dieldrin	—	—	ND
Heptachlor	—	—	ND
gamma-BHC (Lindane)	—	—	ND
Total PCBs[6]	12	65	ND

Source: SQS and CSL from WAC 173-204-320(b), EHW sample data are from Hammermeister and Hafner (2009).

__ = No sediment quality standard or screening levels exist; dw = dry weight; ND = not detected; PCB = polychlorinated biphenyl; TOC = total organic carbon; mg/kg = milligrams per kilogram; µg/kg = micrograms per kilogram.

1 Samples taken at depths from 0–10 cm. Values represent the ranges for samples from 13 locations near the proposed EHW-1 project area.

2 Sum of LPAH results for naphthalene, acenaphthylene, acenaphthene, fluorene, phenanthrene, and anthracene. LPAH does not include 2-methylnaphthalene.

3 Sum of benzo(b)fluoranthene and benzo(k)fluoranthene.

4 Sum of HPAH results for fluoranthene, pyrene, benz(a)anthracene, chrysene, total benzofluoranthenes, benzo(a)pyrene, indeneo(1,2,3-c,d)pyrene, dibenzo(a,h)anthracene, and benzo(g,h,i)perylene

5 Sum of 4,4'-DDD, 4-4'-DDE, and 4-4'-DDT

6 Sum of Aroclors 1016, 1221, 1232, 1242, 1248, 1254, 1260

Metals

The concentrations of metals in sediments at the project area seen in Table 3.2 are based on sampling conducted by Hammermeister and Hafner (2009). These concentrations are comparable to background levels for Puget Sound and below sediment quality guidelines (e.g., SQS values and CSL values). For example, cadmium concentrations ranged from less than 0.1 to 0.3 mg/kg, which were below the standards of 5.1 and 6.7 mg/kg for SQS and CSL, respectively.

Organic Contaminants

Organotin (butyltin) compounds in marine sediments primarily result from residues from anti-fouling paints applied to vessel hulls (Danish EPA, 1999). The Organotin Anti-Fouling Paint Control Act banned the use of organotins in anti-fouling paints for ships less than 25 meters (82 ft) in length and non-aluminum hulls in 1988. Organotin concentrations within the sediments at the EHW-1 contain tri-n-butyltin concentrations up to 7.5 micrograms per kilogram (µg/kg) or

870 µg/kg TOC (see Table 3.2). Although sediment quality standards for organotins do not currently exist, Garono and Robinson (2002) proposed a threshold value of 6,000 µg/kg TOC for tributyltin in sediments as protective of juvenile salmonids. Concentrations in sediments near the project area are below this threshold.

Concentrations of individual polycyclic aromatic hydrocarbon (PAH) compounds in sediments near the project area varied from not detected (ND) to 10 mg/kg TOC (see Table 3.2). Concentrations of individual PAH compounds, as well as the summed concentrations (i.e., total LPAHs and total higher molecular polycyclic aromatic hydrocarbons [HPAHs]) were below the corresponding SQS and CSL values.

Concentrations of other classes of organic contaminants, such as chlorinated aromatics, phthalate esters, phenols, and other miscellaneous extractable compounds, typically were at or below the analytical detection limits and consistently below the SQS and CSL values.

3.2.2 Environmental Consequences

3.2.2.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not occur. Baseline conditions for geology and sediments would remain the same. The wharf would continue to deteriorate and concrete (composed of hydraulic cement, fly ash, and rock and sand aggregate) would erode slowly and settle within hours onto the canal floor. These inert and dense sediments would be incorporated into the sediments in the immediate area. Steel corrosion would continue and eventually degrade completely. Therefore, there would be no significant impacts to geology and sediments from implementation of the No Action Alternative.

3.2.2.2 Proposed Action

Under the proposed action, sediment would be disturbed and re-suspended in the water column. Such suspension would be localized to the immediate area of the pile being driven and removed and the use of turbidity curtains would further confine the suspended sediments. Concrete sediment (anticipated to be sand-sized) resulting from cuts made with the chipping hammer is inert and would settle within hours onto the canal floor. These inert and dense particles would be incorporated into the sediments in the immediate area and would not contribute to any contamination. The contractor would also employ a debris curtains/sheeting which would be a gauze apron around the base of the pile during the use of the pneumatic chipping hammer. The debris curtains/sheeting would catch any concrete sediment, and be pulled to the surface before pile removal. The use of the vibratory hammer and impact hammer would cause the very fine soft sandy silt layers located above the hard glacial deposits to be susceptible to liquefaction and subsequent contraction. As a result, the sediments are expected to settle within hours to the bottom of the project area. The underlying glacial materials, although a coarse and cohesion-less granular material, will tend to collapse in on itself when drilled and removed (Hart Crowser, 2010). This action would have no effect on the subsurface slope stability within the project area.

Construction activities would not result in the discharge of wastes containing metals or otherwise alter the concentrations of trace metals in bottom sediments. Nor would construction activities result in the discharge of contaminants or otherwise alter the concentrations of organic contaminants in bottom sediments. However, because the magnitude of metal and organic compound concentrations in sediment can vary as a function of grain size (higher concentrations typically are associated with fine-grained sediments due to higher interior surface areas), small changes to grain size associated with construction-related disturbances to bottom sediments could result in minor changes in metal and organic compound concentrations. This would mainly occur in the removal of the piles. These changes would not likely cause chemical constituents to violate SQS due to the general lack of sediment contaminants in the project area. In the event of an accidental discharge of chipped concrete or other construction debris, NBK at Bangor has an approved Spill Management Plan (DoN, 2006a) that complies with 40 CFR 112 and a regional Integrated Spill Contingency Plan (DoN, 2010) is in place. These plans outline procedures designed to reduce the likelihood of spills and increase the response time and efficiency of clean up. All waste, including piles, all structural elements associated with the removed fragmentation barrier and walkway, and concrete debris would be disposed of in compliance with all applicable state and federal laws. Therefore, the Proposed Action would not result in a significant impact to geology or sediments.

3.3 WATER RESOURCES

3.3.1 Affected Environment

3.3.1.1 Regulatory Overview

Water quality describes the chemical and physical composition of water as affected by natural conditions and human activities. The Clean Water Act (CWA) (33 USC §1251), established the basic structure for regulating discharges of pollutants into waters of the United States. The CWA contains the requirements to set water quality standards (WQS) for all contaminants in surface waters. The U.S. Environmental Protection Agency (USEPA) is the designated regulatory authority to implement pollution control programs and other requirements of the CWA. However, USEPA has delegated regulatory authority for the CWA to Washington State Department of Ecology (WDOE) for the implementation of pollution control programs as well as other CWA requirements.

The Rivers and Harbors Act regulates development and use of the nation's navigable waterways. 33 USC 401 §10 of the Act prohibits unauthorized obstruction or alteration of navigable waters and vests the USACE with authority to regulate discharges of fill and other materials into such waters.

3.3.1.2 Water Quality

EHW-1 is located along the northern stretch of Hood Canal on the NBK at Bangor waterfront. Hood Canal was designated as an Extraordinary Quality (EQ) water body by the WDOE. Because of this designation, WDOE requires any federal, state, local, and/or private action to maintain the standards shown in Table 3.3.

The area surrounding EHW-1 was sampled for water quality parameters (temperature, salinity, dissolved oxygen [DO], and turbidity) in 2005 and 2006 (Phillips et al., 2008). The sampling locations (Figure 3-3) compared a series of shallow, nearshore locations with deeper, offshore locations. These same sites were sampled again in 2007 and 2008 (Hafner and Dolan, 2009). Water quality sampling in the proposed project area did not measure for nutrients, pH, or fecal coliform levels. Existing conditions for those parameters are based on information collected as

TABLE 3.3 MARINE WATER QUALITY CRITERIA

WATER QUALITY CLASSIFICATION	**WATER QUALITY CRITERIA**			
Aquatic Life	**Temperature[1]**	**Dissolved Oxygen[2]**	**Turbidity[3]**	**pH**
Extraordinary Quality	13°C (55°F)	7.0 mg/L	+5 NTU or +10%[4]	7.0 – 8.5[6]
Excellent Quality	16°C (61°F)	6.0 mg/L	+5 NTU or +10%[4]	7.0 – 8.5[7]
Good Quality	19°C (66°F)	5.0 mg/L	+10 NTU or +20%[5]	7.0 – 8.5[7]
Fair Quality	22°C (72°F)	4.0 mg/L	+10 NTU or +20%[5]	6.5 – 9.0[7]
	COLIFORM BACTERIA			
Shellfish Harvesting	Geometric mean not to exceed 14 MPN/100 mL fecal coliforms[8]			
Recreation				
Primary Contact	Geometric mean not to exceed 14 MPN/100 mL fecal coliforms[8]			
Secondary Contact	Geometric mean not to exceed 70 MPN/100 mL enterococci[9]			

Source: WAC 173-201A as amended in November 2006.

1 One-day maximum (degrees Celsius [°C]). Temperature measurements should be taken to represent the dominant aquatic habitat of the monitoring site. Measurements should not be taken at the water's edge, the surface, or shallow stagnant backwater areas.

2 One-day minimum (milligrams per liter [mg/L]). When DO is lower than the criteria or within 0.2 mg/L, then human actions considered cumulatively may not cause the DO to decrease more than 0.2 mg/L. DO measurements should be taken to represent the dominant aquatic habitat of the monitoring site. Measurements should not be taken at the water's edge, the surface, or shallow stagnant backwater areas.

3 Measured in Nephelometric Turbidity Units (NTU); point of compliance for non-flowing marine waters — turbidity not to exceed criteria at a radius of 150 ft from activity causing the exceedance.

4 5 NTU over background when the background is 50 NTU or less; or 10 percent increase in turbidity when background turbidity is more than 50 NTU.

5 10 NTU over background when the background is 50 NTU or less; or 20 percent increase in turbidity when the background turbidity is more than 50 NTU.

6 Human-caused variation within range must be less than 0.2 units.

7 Human-caused variation within range must be less than 0.5 units.

8 No more than 10 percent of all samples used to calculate geometric mean may exceed 43 most probable number (MPN)/100 milliliters (mL); when averaging data, it is preferable to average by season and include five or more data collection events per period.

9 No more than 10 percent of all samples used to calculate geometric mean may exceed 208 MPN/100 mL; when averaging data, it is preferable to average by season and include five or more data collection events per period.

part of regional monitoring programs, such as the WDOE's Marine Water Quality Monitoring Program (WDOE, 2005).

Temperature

The temperature of marine surface waters designated as extraordinary quality should average less than 13.0°C (55ºF), or 0.3°C (0.5ºF) above natural levels (WAC, 173-201A). Monthly mean surface water temperatures along the NBK at Bangor waterfront are summarized in Table 3.4. Temperatures for the nearshore locations (water depth ranging from 3.3 to196.9 ft [1 to 60 m]) met extraordinary quality standards during the winter months (January to May 2006) and excellent quality standards during the summer months (July to September 2005 and June 2006). Nearshore areas are susceptible to greater temperature variations due to seasonal fluxes in solar radiation input. Water temperatures at the offshore locations (water depths ranging from 65.6 to

Figure 3-3 Water Quality Monitoring Stations for 2005

196.9 ft [20 to 60 m]) met extraordinary quality standards in July 2005, September 2005, and March through May 2006 and excellent quality standards during late summer (August) (Phillips et. al., 2008). Additional survey data from 2007 and 2008 using methodology of Phillips et al. (2009) show water temperatures met extraordinary quality standards during the winter and extraordinary to excellent quality standards in the spring (Hafner and Dolan, 2009).

Salinity

Between June 2005 and July 2006, surface water salinity levels along the NBK at Bangor waterfront ranged from 26 to 35 practical salinity units (PSU) (Phillips et al. 2009). Salinity measurements with depth reflected a stratified water column, with less saline surface water overlying cooler saline water at depth. The transition between the lower salinity surface waters and higher salinity subsurface waters occurred at a depth of about 33 ft (10 m)(Phillips et al. 2009). The lowest surface water salinity (26.7 PSU) was measured in January 2006 when input from fresh water may have been high due to winter storms and runoff. The range of salinity along the NBK at Bangor waterfront is typical for marine waters in Puget Sound (Newton et al. 1998, 2002).

TABLE 3.4 MONTHLY MEAN SURFACE WATER TEMPERATURES (°C/°F)

Sampling Month (2005, 2006)[1]	Nearshore		Offshore	
	Temperature	Rating	Temperature	Rating
July 2005	14.3°C (57.8°F)	Excellent	11.6°C (52.9°F)	Extraordinary
August 2005	13.8°C (56.8°F)	Excellent	13.5°C (56.3°F)	Excellent
September 2005	14.9°C (58.8°F)	Excellent	11.6°C (52.9°F)	Extraordinary
January 2006	8.2°C (46.8°F)	Extraordinary	---	---
February 2006	8.1°C (46.6°F)	Extraordinary	---	---
March 2006	8.5°C (47.3°F)	Extraordinary	8.3°C (46.9°F)	Extraordinary
April 2006	9.6°C (49.3°F)	Extraordinary	9.3°C (48.7°F)	Extraordinary
May 2006	10.9°C (51.6°F)	Extraordinary	11.0°C (51.8°F)	Extraordinary
June 2006	13.2°C (55.8°F)	Excellent	---	---

Source: Phillips et al., 2008.
Data are from 13 nearshore and 4 offshore stations along the Bangor waterfront at NBK. Those stations near the project area are shown in Figure 3–3.
--- No data were collected at this depth during this sampling month.

Dissolved Oxygen (DO)

Per the state's water quality classification, concentrations of DO in extraordinary quality marine surface waters, such as Hood Canal, should exceed 7.0 mg/L, allowing for only 0.2 mg/L reductions in the natural condition by human-caused activities (WAC, 173-201A). State guidelines [WAC 173-201A 200(1)(d)(i)] specify that "when a water body's DO is lower than the criteria in Table 200(1)(d) (or within 0.2 mg/L of the criteria) and that condition is due to natural conditions, the human action considered cumulatively may not cause the DO of that water body to decrease more than 0.2 mg/L." Data from WDOE's Marine Water Quality Monitoring Program for 1998 to 2000 and Hood Canal Dissolved Oxygen Program (HCDOP) for 2002 to 2004 show that Hood Canal is particularly susceptible to low DO levels (Newton et al., 2002; HCDOP, 2005).

The nearshore sampling locations adjacent to the project area indicate that DO levels routinely meet the WDOE standards (Table 3.5). Off-shore waters of Hood Canal sampled in the location of the project area periodically do not meet the state WQS set forth by the Washington State Water Pollution Control Act (Revised Code of Washington [RCW] 90.48). Moreover, waters of Hood Canal located approximately 0.5 miles north of the NBK at Bangor base boundary also do not meet the state water quality standards and are on the 303(d) list (WDOE's list of impaired waterways) requiring the development of a cleanup plan.

TABLE 3.5 MONTHLY MEAN DISSOLVED OXYGEN (MG/L)

SAMPLING MONTH (2005, 2006)	NEARSHORE		OFFSHORE	
	DO	RATING	DO (MG/L)	RATING
July 2005	8.4	Extraordinary	5.8	Good
August 2005	7.1	Extraordinary	6.9	Excellent
September 2005	8.5	Extraordinary	4.9	Fair
January 2006	9.3	Extraordinary	---	---
February 2006	8.9	Extraordinary	---	---
March 2006	9.7	Extraordinary	8.2	Extraordinary
April 2006	9.8	Extraordinary	8.1	Extraordinary
May 2006	9.1	Extraordinary	9.0	Extraordinary
June 2006	9.8	Extraordinary	---	---

Source: Phillips et al., 2008.
Data are from 11 nearshore and 4 offshore stations along the Bangor waterfront at NBK. Those stations near the project area are shown in Figure 3-3.
--- No water quality data were collected at this depth during this sampling month.

Scientists have proposed the following possible causes for the lower DO concentrations in Hood Canal: (1) changes in production or input of organic matter, due to naturally better growth conditions, such as increased sunlight (or other climate factors), increased nutrient availability, or human loading of nutrients or organic material; (2) changes in ocean properties, such as seawater density that affects flushing of the canal's waters, oxygen concentration, or nutrients in the incoming ocean water; (3) changes in river input or timing from natural causes (e.g., drought) or from human actions (e.g., diversion) that affect both flushing and mixing in the canal; and (4) changes in weather conditions, such as wind direction and speed, which affect the flushing and/or oxygen concentration distribution . There is supporting evidence for all of these hypotheses (HCDOP, 2009).

Although DO is low in much of Hood Canal, this problem is less pronounced in northern Hood Canal, the location of NBK at Bangor, than elsewhere in the canal. At NBK at Bangor, DO routinely meets standards in nearshore waters, including the project area (Table 3.5). Additional survey work was undertaken following the methodology of Phillips et al. (2008), during 2007 and 2008. Minimum DO concentrations in 2007 met the extraordinary water quality standard of

7.0 mg/L for all surveys but one. The DO minimum for 8–9 March 2007 was 3.9 mg/L at BS06, or below fair quality. All other beach locations on this date ranged between 5.0 mg/L and 7.7 mg/L, or good to extraordinary quality (Hafner and Dolan, 2009).

Turbidity

Turbidity is a measure of the amount of light scatter related to total suspended solids (TSS) in the water column and is measured in Nephelometric Turbidity Units (NTUs). Sources of turbidity in Hood Canal waters may include plankton, organic detritus from streams and other storm or wastewater sources, fine suspended sediment particulates (silts and clays), and re-suspended bottom sediments and organic particulates. Suspended particles in the water have the ability to absorb heat in the sunlight, which then raises water temperature and reduces light available for photosynthesis.

Washington State-designated extraordinary quality marine surface waters should have an average turbidity reading of less than five NTUs (WAC, 173-201A). For good and fair quality use categories, maximum one-day turbidity increases cannot exceed 10 NTU above background when the background is below 50 NTU. Turbidity measurements were collected along the Bangor waterfront at NBK, including the vicinity of EHW-1, from July 2005 through May 2006, except for October to December 2005 (Phillips et al., 2008). These mean monthly turbidity measurements for both nearshore and offshore waters ranged from 0.7 to 3 NTU and were consistently within the Washington State standards for extraordinary water quality. Additional survey data from 2007 and 2008 show all turbidity measurements fell within acceptable ranges (Hafner and Dolan, 2009).

Fecal Coliform

Fecal coliform covers two bacteria groups (coliforms and fecal streptococci) that are commonly found in animal and human feces and are used as indicators of possible sewage contamination in marine waters (USEPA, 1997). Although the fecal indicator bacteria typically are not harmful to humans, they indicate the possible presence of pathogenic bacteria, viruses, and protozoa that also live in animal and human digestive systems. Therefore, their presence in marine waters at elevated levels may indicate the presence of pathogenic microorganisms that pose a health risk.

The Washington Department of Health (WDOH) Office of Food Safety and Shellfish Programs conducts annual fecal coliform bacteria monitoring in Hood Canal including stations near the Bangor waterfront at NBK. The standard for approved shellfish growing waters is a fecal coliform geometric mean not greater than 14 most probable number (MPN)/100 mL and an estimate of the 90th percentile not greater than 43 MPN/100 mL (see Table 3.3). When this standard is met, the water is considered safe for shellfish harvesting and for water contact use by humans (also referred to as primary human contact). The most recent data from August 2002 through November 2007 covering six monitoring stations in Hood Canal near the Bangor waterfront at NBK (WDOH, 2008) showed an average geometric mean of 3.1 MPN/100 mL and an estimated 90th percentile of 11.8 MPN/100 mL. These values are within the shellfish harvesting and recreation standard for fecal coliform.

WDOH summarizes the annual fecal coliform bacteria monitoring results in Hood Canal and the rest of Puget Sound in the form of an index rating system ranging from bad to good, where lower numbers indicate lower fecal coliform. In 2005, the fecal pollution index for Hood Canal was 1.09, which corresponds to a WDOH "good" rating (low bacterial levels) for most of the survey sites (WDOH, 2006). The fecal pollution index for the area near EHW-1 was 1.0, which was also a good rating.

While WDOH uses a rolling average of about 30 samples to calculate the 90th percentile for classification of shellfish growing areas, the WDOE water quality criteria uses no more than one year of data to determine compliance with WAC 173-201A if enough data points are available to reasonably represent seasonal variation. However, WDOE's assessment policy allows for bridging data over several years to determine a geometric mean when doing so does not mask periods of non-compliance with the standards. The closest sampling stations to the project area (BS8 and BS9) meet the WDOE standard.

pH

The term pH is a measure of alkalinity or acidity and affects many chemical and biological processes in water. For example, low pH can allow toxic elements and compounds to become mobile and available for uptake by aquatic plants and animals, which can produce conditions toxic to aquatic life, particularly to juvenile organisms. Washington State-designated extraordinary quality marine surface waters should have a pH reading between 7.0 and 8.5 (WAC, 173-201A). WDOE's Marine Water Monitoring Program monitors pH in Hood Canal marine waters in the vicinity of the Bangor waterfront at NBK. The measured pH levels from the 2005 monitoring year ranged from 3.6 to 8.4, and all but five of the 45 data values were within extraordinary quality standards (WDOE, 2005).

Nutrients

Nutrients (particularly nitrogen-based compounds), sunlight, and a stratified water column play important roles in algae productivity in Hood Canal. High algae productivity (e.g., algal blooms) is believed to be a contributing factor to low DO conditions in Hood Canal, due to algae die off and decomposition (HCDOP, 2005). Nitrogen enters the canal from the ocean, rivers, and atmosphere. However, as more nitrogen enters Hood Canal through uncontrolled sources (e.g., runoff, fertilizer use, leaking septic systems), algae growth is stimulated, which can then reduce oxygen levels when the algae dies and decomposes in the late summer and early fall (HCDOP, 2005).

WDOE's Marine Water Monitoring Program monitors nutrients in Hood Canal marine waters in the vicinity of the Bangor waterfront at NBK (WDOE, 2005a). Nutrient concentrations ranged from 0.02 to 2 mg/L for nitrate and from 0.04 to 0.4 mg/L for phosphate during the 2005 monitoring year. Specific water quality standards for nutrients are not established, but the ranges observed in Hood Canal near the project area are typical for marine waters in Puget Sound (Newton et al., 1998; 2002).

3.3.2 Environmental Consequences

3.3.2.1 No Action Alternative

Under the No Action Alternative, the EWH-1 Pile Replacement Project would not occur. The baseline conditions would remain unchanged, as deteriorating concrete wharf components are inert. Concrete is composed of hydraulic cement, fly ash, and rock and sand aggregate, which would erode slowly and settle within hours onto the canal floor. The rate of deterioration is slow enough that benthic life would be unaffected and would incorporate the gradual sedimentation into their habitat. Therefore, there would be no significant impacts to water resources from implementation of the No Action Alternative.

3.3.2.2 Proposed Action

The proposed action would occur over a two year period beginning in 2011 between July 16 and February 15, with pile driving occurring only until October 31 of each year. Construction activities would take place from two hours after sunrise to two hours before sunset. The action would not require dredging or placement of fill. Voids from pile removal are expected to naturally refill. Under 33 CFR §323.3, the piles and cast-in-place pile caps are not considered fill material. There would be no hazardous waste generated and no direct discharges of waste to the marine environment. Collected construction wastes, such as old piles and walkway, would be handled in accordance with applicable state and federal laws. Construction-related impacts to water quality would be limited to short term, temporary, and localized changes. Impacts may include re-suspension of bottom sediments from pile installation and removal and barge and tug operations, such as anchoring and propeller wash, as well as accidental losses or spills of construction materials (concrete chips and rust pieces) or fuel into Hood Canal. With the use of turbidity curtains, impacts would be spatially limited to the immediate construction site, including areas potentially affected by anchor drag and areas immediately adjacent to the construction site that could be impacted by plumes of re-suspended bottom sediments. The turbidity plumes are not expected to violate applicable state or federal water quality standards. Fuel spills are unlikely, as boats, barges, and equipment would be fueled off-site; however, moored or docked barges and tugboats could be surrounded with containment booms which capture surface fluids and solids that have a density ≤ 1 g/cm^3 as a precaution.

The chemical constituents of concrete piles are inert, consisting of hydraulic cement, fly ash, and rock and sand aggregate, and will therefore have no significant impacts to water quality. The chemical constituents of the steel piles are iron and carbon. Carbon creates oxidation resistance and the passive cathodic protection systems would reduce corrosion rates. As a result, effects on water quality from the piles would be negligible. The passive cathodic protection system would have a magnesium, zinc, or aluminum anode. The corrosion of these metals is slow and would not have significant impacts on water quality. The concrete superstructure and other related equipment would be above MHHW and would have no effect on water quality.

BMPs would be used during all activities to reduce the likelihood of deleterious materials entering the waterway. BMPs may include debris curtains/shield gather debris or retrieval of incidental debris with nets. Bubble curtains would be used for noise mitigation during impact driving, but these curtains would also confine turbidity plumes and increase DO concentrations. NBK at Bangor has an approved Spill Management Plan (DoN, 2006a) that complies with 40 CFR 112 and a regional Integrated Spill Contingency Plan (DoN, 2010) is in place. These plans outline procedures designed to reduce the likelihood of spills and increase the response time and efficiency of clean up. As a result, accidental spills or discharges of deleterious materials would not be expected to adversely impact marine water quality at the project area.

Temperature

The proposed action would not impact water temperature because pile driving and removal activities would not discharge wastewaters. Temperature increases resulting from turbidity would be negligible, since turbidity would be temporary because most of the disturbed sediments are sand, gravel, shell, clay, and hard silt, which resettle quickly. The use of turbidity curtains and bubble curtains would confine turbidity plumes, resulting in stable water temperatures. Heat generated from boat engines and the friction of pile driving and removal would be not elevate water temperatures in the project area beyond the excellent water quality standard set forth by the Revised Code of Washington 90.48.

Salinity

The proposed action would not impact salinity because pile driving and removal activities would not discharge wastewaters. In the absence of project-related discharges, the proposed action would not alter salinity in Hood Canal.

Dissolved Oxygen

The proposed action would not discharge any wastes containing materials with an oxygen demand into Hood Canal. However, pile installation and removal would re-suspend bottom sediments, which may contain chemically reduced organic materials. Subsequent oxidation of sulfides, reduced iron, and organic matter associated with the suspended sediments would consume some DO in the water column. The amount of oxygen consumed would depend on the magnitude of the oxygen demand associated with suspended sediments (Jabusch et al., 2008). The impacts of sediment re-suspension from pile installation and removal on DO concentrations would be minimal and temporary. BMPs, such as use of turbidity curtains, would be implemented.

Additionally, the Navy plans to use a bubble curtain for noise mitigation for all impact driven piles during in-water construction activities. A bubble curtain is created by releasing compressed air at the bottom of a tube which moves up along the water column creating a curtain of bubbles. This bubble curtain would increase DO concentrations in marine waters at the project area by (1) increasing the rate of vertical mixing of site waters, (2) promoting dissolution of air bubbles, thereby increasing oxygen saturation levels, and (3) confining re-suspended solids to within the curtain. The impacts to DO from use of a bubble curtain would be relatively greater than those associated with sediment re-suspension, and a net increase in DO levels would be expected. Use of a bubble curtain would help offset the minimal, temporary decrease in DO concentrations due to sediment re-suspension; therefore, construction activities would not cause changes that would violate water quality standards or exacerbate low DO concentrations that occur seasonally in Hood Canal waters. After construction activities, the bubble curtain would be removed from the site.

Turbidity

Installation and removal of piles would re-suspend bottom sediments within the immediate construction area, resulting in short-term and localized increases in suspended sediment concentrations that, in turn, would cause increases in turbidity levels. The suspended sediment/turbidity plumes would be generated in relation to the level of in-water construction activities. The disturbed sediments would be a mix of soft and hard silt, clay, sand, gravel, and shell. The majority of these sediments, including clay, sand, gravel, and shell would resettle within minutes of disturbance. Hard silt would settle next, followed by soft silt. Construction activities would not result in persistent increases in turbidity levels or cause changes that would violate water quality standards because processes that generate suspended sediments, which result in turbid conditions, would be short-term and localized and suspended sediments would settle rapidly. The use of bubble curtains and turbidity curtains would help minimize sediment re-suspension.

The amount of bottom sediments that would be re-suspended into the water column during pile placement and removal, and the duration and spatial extent of the resulting suspended sediment/turbidity plume, would reflect the composition of the sediments. In general, coarse-grained sediments (e.g., sands and gravels) that occur in the nearshore environment of the project area are more resistant to re-suspension and have a higher settling speed than fine-grained sediments in deeper, offshore portions of the project area. Higher settling rates would result in a shorter water column residence time and a smaller horizontal displacement by local currents (Herbich and Brahme, 1991; LaSalle et al., 1991; Herbich, 2000). Assuming that bottom sediments are disturbed during construction, and resuspended by two-thirds of the water column (a conservative assumption of 40 feet), the maximum water column residence of sand sized particles would be approximately 2 minutes. A sand particle settles through the water column at a velocity of approximately 0.3 foot/second. The water column residence time would be proportionately shorter in shallower waters. With a current velocity of 1 foot/second, the maximum dispersion distance would be approximately 130 feet (i.e., it would take 130 seconds for a sand particle to settle 40 feet through the water column, at which time the particle is being transported horizontally at a rate of 1 foot/second, resulting in horizontal displacement of 130 feet). Silt and clay particles associated with the offshore sediments that are resuspended during construction activities could have relatively longer water column residence times because they have slower settling speeds. Based on the size of sediment particles typical of the project site, the settling period for individual particles could be up to several hours depending on the water depth and initial distance above the bottom. Suspended silt- and clay-sized particles would form weak (low particle density) plumes, which would be subject to rapid dilution by currents and eventual flushing during subsequent tidal exchanges (Morris et al. 2008). Therefore, relatively greater dispersion of these fine-grained suspended sediments would occur.

For other project-related construction activities, such as spud use and barge anchoring, fine-grained particles resuspended from the bottom would be confined to the near-bottom depth layers by natural density stratification of the water column. The subsurface suspended sediment plume would disperse rapidly as a result of particle settling and current mixing. It is likely suspended sediment/turbidity plumes would not be visible at the surface (Hitchcock et al. 1999). Plumes would be confined by bubble curtains, and therefore sediments would settle back in the general vicinity from which they rose.

Fecal Coliform, pH, and Nutrients

The proposed action would not result in the discharge of wastes containing nutrients nor would this action impact fecal indicator bacteria or pH levels in the project area. Therefore, there would be no significant impacts to these water resources from implementation of the proposed action.

3.4 AIR QUALITY

3.4.1 Affected Environment

3.4.1.1 Regulatory Overview

The Clean Air Act (CAA) of 1970, 42 U.S.C. 7401, et seq., amended in 1977 and again in 1990 is the primary federal statute governing air quality. Under authority of the CAA, the USEPA sets the maximum acceptable concentration levels for specific pollutants that may impact the health and welfare of the public. With USEPA oversight, states may set concentration levels for additional pollutants not regulated by the USEPA. The State of Washington administers the provisions of the majority of the CAA.

The CAA prohibits federal agencies from engaging in, supporting, providing financial assistance for licensing, permitting, or approving any activity that does not conform to an applicable State Implementation Plan (SIP). Federal agencies must determine that a federal action conforms to the SIP before proceeding with the action.

In Washington, the Washington Department of Ecology (WDOE) administers the State's CAA and implements its regulations (RCW Chapter 70.94 and Washington Administrative Code [WAC] 173-400). The WDOE has, in turn, delegated the responsibility of regulating stationary emission sources to local air agencies. In Kitsap County, the WDOE has delegated this responsibility to the Puget Sound Clean Air Agency (PSCAA) which serves as the local air agency. In areas that exceed the National Ambient Air Quality Standards (NAAQS), the CAA requires preparation of a SIP. The SIP details how the State will attain the standards within mandated time frames. Both the federal CAA and the State CAA identify emission reduction goals and compliance dates based upon the severity of the NAAQS violation within a region. PSCAA has developed rules which regulate stationary sources of air pollution in Kitsap County (PSCAA, 2009).

Seven pollutants are commonly found in the air. These "criteria pollutants" are particularly common in developed countries such as the U.S. and include the following:

- particulate matter 10 microns in size, or PM_{10}
- particulate matter 2.5 microns in size, or $PM_{2.5}$
- ground-level ozone
- carbon monoxide
- sulfur oxides
- nitrogen oxides
- lead

3.4.1.2 Attainment, Air Emissions, and Air Quality Index

The NAAQS, discussed above, include primary and secondary standards. The primary standards are limits set to protect human health. The secondary standards set limits intended to protect public welfare, including environmental and property damage (USEPA, 2009). A geographic area with air quality that meets the primary standard, since its air is as clean as or cleaner than the standard, is called an "attainment" area. USEPA designates areas that do not meet the primary standard as “nonattainment” areas. Areas that were previously designated non-attainment, but are now in attainment, are designated as maintenance areas. The primary and secondary standards are listed in Table 3.6.

Kitsap County is presently in attainment of all NAAQS. The regulatory requirements for proposed emission sources in attainment areas are typically less rigorous than they are in nonattainment and maintenance areas. A conformity analysis is not required for this EA.

In 1999, the PSCAA adopted a local health goal for a daily average of particulate matter never to exceed 25 μg/m.[3] All four counties monitored by the PSCAA exceeded this locally imposed limit (but did not violate CAA standards) during the winter of 2007 (PSCAA, 2008).

The USEPA has developed a nationwide reporting index for the criteria pollutants, known as the Air Quality Index (AQI) based on a 500-point scale for five major pollutants: CO, NO_x, SO_x, O_3, and particulate matter. The highest pollutant value determines the daily ranking. For example, if CO is 152 and other pollutants are below 60, then the AQI for that day is 152. The index is broken down as follows: (1) 0–50 good, (2) 51–100 moderate, (3) 101–150 unhealthy for sensitive groups, (4) 151–200 unhealthy, (5) 201–300 very unhealthy, and (6) 301–500 hazardous (PSCAA, 2008).

Within the vicinity of the proposed action, the AQI indicated that air quality was good for most of 2007 (PSCAA, 2008). Approximately 88 percent of the year air quality was rated as good, and for 12 percent of the year it was rated as moderate. The highest AQI for Kitsap County in 2007 was 92; thus, there was no occurrence of the AQI within the range of unhealthy for sensitive groups.

The PSCAA maintains a network of monitoring stations across Washington, with three stations in Kitsap County. These stations are located in Silverdale, Poulsbo, and Bremerton. PSCAA only monitors particulate matter in the county because there are so few point sources of air pollutants. This includes PM_{10} and $PM_{2.5}$, which is used as a measure of regional visibility. For the majority of 2007, visibility was rated as good. A few moderate-visibility days occurred in February, May, July, September, November, and December. Average visibility for the Puget Sound area has steadily increased over the last decade, with year-to-year variability caused by weather conditions (PSCAA, 2008).

3.4.1.3 Greenhouse Gases

While not regulated by PSCAA like other conventional air pollutants, greenhouse gases are reportable in certain scenarios to USEPA. Greenhouse gases include: carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), and fluorinated gases such as Chlorofluorocarbons: compounds consisting of chlorine, fluorine, and carbon and Hydrochlorofluorocarbons: compounds consisting of hydrogen and sulfur hexafluoride (SF_6) (USEPA, 2010a).

TABLE 3.6 NATIONAL AND WASHINGTON STATE AMBIENT AIR QUALITY STANDARDS

Air Pollutant	Averaging Time	Washington/PSC AA AAQS ([a,b])	NAAQS	
			Primary[c]	Secondary[d]
Carbon Monoxide (CO)	8-Hour 1-Hour	9 ppm 35 ppm	9 ppm 35 ppm	- -
Nitrogen Dioxide (NO_x)	Annual 1-Hour	0.053 ppm -	0.053 ppm 0.1 ppm	0.053 ppm -
Sulfur Dioxide (SO_x)	Annual 24-Hour 3-Hour 1-Hour[e] 1-Hour[f]	0.02 ppm 0.10 ppm - 0.25 ppm 0.40 ppm	0.03 ppm 0.14 ppm - - -	- - 0.5 ppm - -
Total Suspended Particles	Annual 24-Hour	60 µg/m^3 150 µg/m^3	- -	- -
Particulate Matter (PM_{10})[g]	Annual 24-Hour	50 µg/m^3 150 µg/m^3	- 150 µg/m^3	- 150 µg/m^3
Particulate Matter ($PM_{2.5}$)[h]	Annual 24-Hour	15 µg/m^3 35 µg/m^3	15 µg/m^3 35 µg/m^3	15 µg/m^3 35 µg/m^3
Ozone (O_3)	1-Hour 8-Hour[i]	0.12 ppm 0.075 ppm	0.12 ppm 0.075 ppm	0.12 ppm 0.075 ppm
Lead and Lead Compounds	Calendar Quarter Rolling 3-Month[j]	1.5 µg/m^3 0.15 µg/m^3	1.5 µg/m^3 0.15 µg/m^3	1.5 µg/m^3 0.15 µg/m^3

Sources: USEPA, 2009; WAC 173-470; WAC 173-474; WAC 173-475.

a. The NAAQS and Washington State standards are based on standard temperature and pressure of 25ºC and 760 millimeters of mercury, respectively. Units of measurement are ppm and micrograms per cubic meter (µg/m3).

b. National and Washington State standards, other than those based on annual or quarterly arithmetic mean, are not to be exceeded more than once per year.

c. National Primary Standards: The levels of air quality necessary to protect the public health with an adequate margin of safety. Each state must attain the primary standards no later than 3 years after the SIP is approved by the USEPA.

d. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a reasonable time after the state implementation plan is approved by the USEPA.

e. Not to be exceeded more than twice in seven consecutive days.

f. Not to be exceeded more than once per year throughout the state of Washington and never to be exceeded within the PSCAA region.

g. PM10 is particulate matter smaller than 10 microns. The 3-year average of the 99th percentile (based on the number of samples taken of the daily concentrations) must not exceed the standard.

h. PM2.5 is particulate matter smaller than 2.5 microns. The 3-year annual average of the daily concentrations must not exceed the standard.

i. The 3-year average of the 4th highest daily maximum 8-hour average concentration must not exceed the standard. As of June 21 15, 2005, USEPA revoked the 1-hour ozone standard in all areas except the 8-hour ozone nonattainment Early Action Compact (EAC) Areas, none of which occur in the Puget Sound area.

j. Final rule on rolling 3-month average for lead was signed October 15, 2008

3.4.2 Environmental Consequences

The evaluation of impacts to air quality considers whether conditions resulting from the project during construction and operation violate federal, state, or local air pollution standards and regulations. Applicable air pollution standards and regulations that are the basis for determinations of environmental consequences are discussed in Section 3.4.1. The amount of emissions is anticipated to be below the threshold required to conduct a conformity analysis, therefore a conformity analysis was not conducted as part of this EA.

3.4.2.1 No Action Alternative

Under the No Action Alternative the EHW-1 Pile Replacement Project would not be conducted. Baseline air quality conditions would remain unchanged. The No Action Alternative would not involve any activities which would result in emissions, therefore calculations were not performed and additional analysis was not carried forward. Therefore, there would be no significant impacts to air quality from implementation of the No Action Alternative.

3.4.2.2 Proposed Action

As stated above, Kitsap County is presently in attainment of all NAAQS criteria pollutants. Air emissions were calculated using methodology prescribed in the most recent edition of the USEPA's AP-42 document (USEPA, 1996). Emissions were only calculated for NAAQS and greenhouse gas pollutants (specifically CO_2) with known emissions factors. However, because activities associated with the proposed action would be anticipated, these emissions were calculated. The contractor will be held to opacity regulations (PSCAA Regulation 1, Section 9.03). Table 3.7 depicts the anticipated emissions under the proposed action for pollutants which had emissions factors in the AP-42 (USEPA, 1996). All calculations and assumptions associated with the analysis are included in Appendix A.

The following assumptions were made in calculating total estimated emissions:

- One hour would be required to install each of the 28 piles.
- A vibratory hammer would be used for the first 45 minutes of the hour for installation.
- An impact hammer would be used for the last 15 minutes of installation.
- Thirty minutes would be required to remove each pile.
- Only a vibratory hammer would be used to remove each of the 42 steel piles.
- Only a pneumatic chipping hammer would be used to remove each of the 96 concrete piles.
- The vibratory hammer, impact hammer and pneumatic chipping hammer would utilize 600 horsepower (hp) diesel engines.
- Two tugboats with one 600 hp diesel engine would operate at 100% of capacity 100% of the time during pile installation and removal plus an additional 16 hours for installation of the concrete superstructure and the cathode protection system.
- Emissions associated with installation/construction of pile caps are included in the emissions calculations for pile installation.
- Fugitive dust and smoke emissions associated with pile driving are negligible.

TABLE 3.7 EMISSIONS ANTICIPATED ASSOCIATED WITH THE PROPOSED ACTION

Air Pollutant	Emissions (lbs)		Emissions (tons)	
NO_x	5,449.8	lbs.	2.27	tons
CO	1,174.34	lbs.	0.59	tons
SO_x	360.39	lbs.	0.18	tons
PM_{10}	386.81	lbs.	0.19	tons
SUM	**7,371.34**	**lbs.**	**3.23**	**tons**
CO_2	202,170	lbs.	101.09	tons

As illustrated in the above table, the potential air emissions associated with the proposed action would not be anticipated to exceed any of the above PSCAA thresholds or greenhouse gas reporting thresholds established by USEPA. WAC 173-401-200 defines a stationary source as "major" if annual emissions exceed: (1) 100 tons per year of a regulated pollutant (VOCs, CO, nitrous oxides [NOx], SO2, and PM10), (2) 10 tons per year of a single hazardous air pollutant (HAP), or (3) 25 tons per year of combined HAPs. There are currently no PSCAA thresholds for PM2.5 emissions. Emissions would be substantial if they exceed one of these PSCAA thresholds. Greenhouse gases would be expected to be emitted during construction activities as a result of burning fossil fuels used by power equipment (vibratory hammer, pneumatic chipping hammer, impact hammer, boat emissions, etc.). Equipment used during the removal of the fragmentation barrier and the installation of the superstructure would likely require electrical tools which would insignificantly contribute to emissions. The use of tugboats to move barges during the removal of the fragmentation barrier and the installation of the superstructure has been accounted for in the emissions in Table 3.7. The activities proposed would be anticipated to be minimal and temporary (only occurring from July 16 through February 15) in nature and no permanent emissions would be anticipated. Additionally, reasonable precautions would be implemented to minimize fugitive dust from pile removal/installation and no temporary construction permit from PSCAA would be required because the emissions are below the PSCAA thresholds of 100 tons/ year for NO_x, CO, SO_x and PM_{10}. Therefore, in accordance with NEPA, no significant impacts would be anticipated as a result of implementation of the Proposed Action.

3.5 AIRBORNE NOISE

3.5.1 Affected Environment

3.5.1.1 Regulatory Overview

Occupational Safety and Health Programs for Federal Employees

Executive Order (EO) 12196, *Occupational Safety and Health Programs for Federal Employees*, directs federal agencies to furnish places and conditions of employment free from recognized hazards causing, or likely to cause, death or serious physical harm, and to ensure prompt abatement of unsafe or unhealthy working conditions.

Navy Regulations

Navy regulations regarding noise are found in the 2001 Navy Occupational Safety and Health Program Manual (Chief of Naval Operations Instruction [OPNAVINST] 5100-19D), which is directed at preventing occupational hearing loss and assuring auditory fitness for all Navy personnel. The Navy's Occupational Exposure Level over an 8-hour time-weighted average in any 24-hour period is 84 decibel (dB, a unit of measure based on a logarithmic scale for sound levels) in the A-weighting scale (i.e. dBA, which corresponds to the frequency range humans hear). When noise exposures are likely to exceed 84 dBA, hearing-protective devices are required.

State of Washington Regulations

Maximum allowable noise levels, at the state level, are established by the Washington Administrative Code (WAC) Chapter 173-60. This code establishes zones, or environmental designations, of Class A, B, or C based on land-use characteristics for the purposes of noise abatement (see Table 3.8). This regulation applies to noise created on the base that may propagate into adjacent non-Navy properties. The Bangor waterfront at NBK is considered a Class C zone, along with other industrial areas. Class B zones include commercial and recreational areas and residential areas are considered Class A zones.

TABLE 3.8 WASHINGTON MAXIMUM PERMISABLE ENVIRONMENTAL NOISE LEVELS (DBA)

Noise Source	Receiving Property		
	A – Residential (Day/Night)	B – Commercial	C – Industrial
A – Residential	55/45	57	60
B – Commercial	57/47	60	65
C – Industrial	60/50	65	70

Source: WAC 197-60-040.

Washington noise regulations (WAC 173-60-040) limit the noise levels from a Class C noise source that affect a Class A receiving property to 60 dBA (daytime) and 50 dBA (nighttime). Under the WAC, daytime hours are 7:00 AM to 10:00 PM and nighttime hours are 10:00 PM to 7:00 AM. However, the state noise rules allow these levels to be exceeded by 5 dBA for 15 minutes, 10 dBA for five minutes, and 15 dBA for up to 1.5 minutes within any one-hour period without violating the limits. In addition, certain activities are exempt from these noise limitations:

- Sounds created by motor vehicles on public roads are exempt at all times, except for individual vehicle noise, which must meet noise performance standards set by WAC 173-60-050.
- Sounds created by motor vehicles off public roads, except when such sounds are received in residential areas.

- Sounds originating from temporary construction activities during all hours when received by industrial or commercial zones and during daytime hours when received in residential zones.
- Sounds caused by natural phenomena and unamplified human voices.

3.5.1.2 Sound Environment

The Federal Interagency Committee on Noise (FICON, 1992) defines noise as unwanted sound that is undesirable because it interferes with communication, is intense enough to damage hearing, or is otherwise annoying. Human response to sound can vary depending on several factors, including the type and characteristics of the noise source, distance between the noise source and the receptor, sensitivity of the receptor, and time of day.

Due to wide variations in sound levels, measurements are in dB, which is a unit of measure based on a logarithmic scale (e.g., a 10 dB increase corresponds to a 100-percent increase in perceived sound). Noise impacts to humans are commonly assessed by quantifying sound levels. As a result, sound levels are weighted (A-weighted, i.e. dBA) to correspond to the same frequency range that humans hear (approximately 20 Hz to 20 kHz). To make comparisons between sound levels, dB sound levels are always referenced to a standard intensity at a standard distance from the source. Humans, under most conditions, can detect changes in noise in 5 dB increments (USEPA, 1974). In many cases, sound levels are not corrected for standard distance and reflect levels as measured at the receiver's location.

Ambient noise levels are made up of natural and manmade sounds. Natural sound sources include the wind, rain, thunder, water movement such as surf, and wildlife. Sound levels from these sources are typically low, but can be pronounced during violent weather events. Sounds from natural sources are not considered undesirable. Ambient background noise in urbanized areas typically varies from 60 to 70 dBA, but can be higher; suburban neighborhoods experience ambient noise levels of approximately 45 to 50 dBA (USEPA, 1974).

The sound environment at NBK at Bangor is influenced by several factors. The natural environment such as wind and surf produce some of the existing ambient noise. However, the primary sound environment is influenced by military activities such as waterfront operations, movement of people and military vehicles at the base, and the various industrial activities that occur at the shoreline facilities. Consequently, human activity is responsible for the majority of the daily ambient noise at NBK at Bangor. During daytime hours noise levels at NBK at Bangor vary based on location but are estimated to average around 65 dBA in the residential and office park areas, with traffic noise ranging from 60 to 80 dBA (Cavanaugh and Tocci, 1998). The highest levels of noise are produced along the waterfront and at the ordnance handling areas where estimated noise levels range from 80 to 104 dBA re: 20 μPa. These higher noise levels are produced by a combination of sound sources including heavy trucks, forklifts, cranes, marine vessels, mechanized tools and equipment, and other sound generating industrial/military activities.

Maximum noise levels produced by common construction equipment, including trucks, cranes, compressors, generators, pumps, and other equipment that might typically be employed along NBK at Bangor's industrial waterfront and ordnance handling areas (WSDOT, 2010). The maximum noise levels may be as high as 94 dBA, presuming multiple sources of noise may be present at one time. This estimate assumes that an increase of 3 dB can occur when two similar sources combine together (WSDOT, 2010). These maximum noise levels are intermittent in nature.

A noise-sensitive receptor is defined as a location or facility where people involved in indoor or outdoor activities may be subject to stress or considerable interference from noise. Such locations or facilities often include residential dwellings, hospitals, nursing homes, educational facilities, and libraries. Sensitive noise receptors may also include supporting habitat for certain wildlife species or noise-sensitive cultural practices.

The closest sensitive noise receptors include residences located just north of the NBK at Bangor northern property boundary, approximately 1.5 miles from the proposed project area. The project area is about 2.5 miles southwest of the nearest school and 13 miles north of the nearest hospital. Navy property allowing tribal shell fishing rites are approximately one mile south of the site and only used intermittently. Tribal consultations will occur prior to finalization of this EA. The closest off-base residences are approximately 1.5 miles north of EHW-1 and the closest on-base residence is 3.75 miles from EHW-1. Properties on the western side of Hood Canal are approximately 4 miles away, including waterfront residences on the western shore of Squamish Harbor. The portion of Hood Canal adjacent to EHW-1 averages 1.5 miles in width and is bordered on the west by a 768-acre Navy-owned buffer strip on the Toandos Peninsula. This military buffer zone is restricted to the public and there is no recreational access. Areas surrounding the buffer area have rural and commercial forest land use designations by Jefferson County.

3.5.2 Environmental Consequences

3.5.2.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. Baseline conditions would remain unchanged. Therefore, there would be no significant impacts to airborne noise resulting from the implementation of the No Action Alternative.

3.5.2.2 Proposed Action

This EA considers the intensity and the duration of noise that would be generated by the proposed action and whether this noise would be harmful to humans or disrupt human activities when evaluating ambient noise impacts. The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur. Pile driving will only be conducted from two hours after sunrise to two hours before sunset. Furthermore, pile driving activities would occur from two hours after sunrise to two hours before sunset between July 16 and September 30 with the impact hammer and July 16 and October 31 with the vibratory and chipping hammers.

The proposed action would result in a temporary increase in noise in the vicinity of the project area. The closest residence is a small rural population approximately 1.5 miles to the north of NBK at Bangor. The impact hammer on a 30-inch pile would be estimated to produce a maximum peak level of 105 dBA re 20µPa at a distance of 50 ft from the pile (WSDOT, 2010a). The vibratory hammer extracting a 24-inch pile would be estimated to produce noise levels of 95 dBA re 20µPa at 50 ft (WSDOT, 2010a). The chipping hammer on a 24-inch pile would be estimated to produce noise levels of 90 dBA re 20µPa at 50 ft (Puget Sound Regional Council, 2010). Driving and extraction devices would not be used concurrently; rather, vibratory or chipping hammer pile extraction would be followed by impact driving. Other construction activities or equipment such as cranes, generators, and any other necessary equipment would also generate noise; however, this noise would be much lower in level compared to noise produced by the impact hammer (Table 3.9). In the absence of pile driving noise, the maximum construction noise from barges, tugboats, and equipment involved in wharf demolition, superstructure and cathodic protection systems installation, and other equipment installation would be less than that of the vibratory hammer (WSDOT, 2008).

TABLE 3.9 MAXIMUM NOISE LEVELS AT 50 FEET FOR COMMON CONSTRUCTION EQUIPMENT

Equipment Type	Maximum Noise Level
Impact pile driver	105
Vibratory pile driver	95
Scraper	90
Backhoe	90
Chipping hammer[1]	90
Diesel-powered barge[2]	85
Crane	81
Pumps	81
Generator	81
Front loader	79
Air Compressor	78
Tugboat[2]	55

Source: WSDOT, 2008
Maximum Sound Pressure Levels in dBA re 20µPa (A-weighted)
[1]In the absence of available information on chipping hammers, jackhammer data (a similar device) was used (Puget Sound Regional Council, 2010)
[2]Jones and Stokes, 2004

WSDOT (2008) indicates that construction noise behaves as a point-source, propagating in a spherical manner, with a 6 dB decrease in sound pressure level per doubling of distance[5]. Two

[5] RL = SL-TL
Where: RL is the Received Level of sound, SL is the Source Level of sound and TL is the Transmission Loss.
TL=20log(R) (R is the distance from the source in meters).

specific noise conditions exist at EHW-1, namely, propagation over water across and along Hood Canal, and propagation over heavily vegetated terrain on the east side of Hood Canal. In relation to propagation over water, WSDOT (2008) considers this a "hard-site" condition; thus, no additional noise reduction factors apply. However, in the second condition two noise reduction factors apply for the topography of EHW-1. The first condition is a 1.5 dB reduction per doubling of distance in "soft-site" conditions, wherein normal, unpacked earth is the predominant soil condition. The second factor is a reduction of 10 dB for interposing dense vegetation (e.g., trees and brush) between the noise source and potential receptors (WSDOT, 2008).

Noise associated with the impact hammer is expected to attenuate to 61 dBA at 1.5 miles (2,414 m) and 60 dBA at 1.68 miles (2,710 m)[6]. Noise associated with the vibratory hammer is expected to attenuate to 60 dBA at 0.53 miles (860 m). Noise associated with the chipping hammer is expected to attenuate to 60 dBA at 0.31 miles (501 m). These estimates assume a free-flowing medium (e.g. over water) without obstructions. Trees and other vegetation obstruct sound transmission and can create a 10 dBA reduction in sound; therefore, the sound would actually be below 60 dBA before reaching the residential area that is 1.5 miles away. The estimates provided in this analysis do not account for the 10 dBA reduction in sound associated with vegetation and other structures obstructing sound transmission. Thus, the actual sound received by the residence 1.5 miles north of NBK at Bangor would likely be less than 60 dBA.

RL=210-20log10(meters)	RL= 210-20log20(meters)
RL = 210-20	RL=210-26
RL=190dB	RL=184
RL=210-20log(10)	RL= 210-20log(20)
RL = 210-20	RL=210-26
RL=190dB	RL=184
RL=190dB	RL=184

**A doubling in distance from 10 meters to 20 meters results in a 6dB reduction in the sound pressure.

[6] Impact pile driving is 105 dBA at 50 feet (15.24 meters)

To determine what this sound level is at the source, use:
SL = RL + TL
Where: RL is the Received Level of sound, SL is the Source Level of sound and TL is the Transmission
SL=105+20Log(R) (R is the distance from the source in meters)
SL=105+20Log (15.24)
SL=128.66 dBA

To determine when this sound attenuates down to the 60 dBA requirement use:
RL = SL - TL
60=128.66-20log(R) (R is the distance at which this sound will attenuate)
68.66=20 log(R)
68.66/20=log(R)
inverse log (68.66/20)=R
R=2,710 meters or 1.68 miles

To determine what the sound level will be at the nearest sensitive residential receptor (1.5 miles or 2,414 meters) away:
RL=128.66–20log(2,414)
RL=61 dBA

The impact hammer would produce noise levels at or below 65 dBA[7] at the tribal fishing area. As stated above, this estimate does not account for "soft-site conditions or the reduction in sound due to the presence of vegetation. Tribal consultations will occur prior to this EA finalization. Though over 60 dBA, up to 5 dBA excess is allowed for 15 minutes in any one-hour period by Washington state code.

Recreational activities such as boating, scuba diving, kayaking, and fishing on Hood Canal occur adjacent to the base. Recreational users in the vicinity could be exposed to noise levels exceeding permissible residential exposure levels as they could be closer to the construction than land based receptors. The sound levels would not be injurious but could result in behavioral disturbances such as increased respiration and elevated heart rates. The adverse noise impact would be experienced by greater numbers of recreational users during the summer months when recreational uses are likely to increase. However, the floating security barrier would prevent recreational users from getting close enough to the pile driver to receive injurious noise levels.

The EHW-1 Pile Replacement Project would be a temporary action, occurring between July 16 and February 15 with impact driving ending on September 30 and vibratory and chipping hammer extraction ending on October 31 and spanning two years. The impact hammer, chipping hammer, and vibratory hammer would be used intermittently and would produce sound levels at or below 60 dBA around the nearest residence 1.5 miles from NBK at Bangor and the west coast of the canal which is 4 miles away. The hammers would not be used concurrently and all noise levels meet Washington noise regulations. Therefore, no significant impacts to ambient noise would result from the implementation of the proposed action.

3.6 MARINE VEGETATION

3.6.1 Affected Environment

The waterfront of NBK at Bangor has been extensively surveyed for marine vegetation, including macroalgae and eelgrass (Morris et al., 2009). The dominant types of vegetation along NBK at Bangor are red algae, green algae, brown algae, and eelgrass (Table 3.10). Each group is discussed below in more detail.

Red Algae

Red algae of the genera *Ceramium, Endocladia, Gracilaria, Mastocarpus, Mazzaella, Porphyra*, and other unidentified red algae are present along the NBK at Bangor waterfront (Pentec, 2003). Red algae, particularly *Gracilaria,* are most abundant at water depths between 10 ft (3 m) and 25 ft (8 m) below MLLW. Red algae are typically found within the upper and lower intertidal zones, and are less abundant in the nearshore marine subtidal zone (Figure 3-4; Table 3.10).

Green Algae

Among green algae, sea lettuce (*Ulva* spp.) is the predominant species along the NBK at Bangor waterfront. Sea lettuce is found in sheltered or partially exposed lower-intertidal and nearshore

[7] To determine what the sound level will be at the shell fishing grounds (1 mile or 1,609 meters) away:
RL=128.66–20log(1,609)
RL=65 dBA

marine subtidal zones from 2 ft (0.6 m) above MLLW to 20 ft (6 m) below MLLW (Morris et al., 2009). Boulders in the nearshore zone off NBK at Bangor are often encrusted with sea lettuce (Pentec, 2003). It has a high nutrient value and provides an important source of marine nitrogen after it dies and decomposes, supporting eelgrass growth (Kirby, 2001).

Brown Algae

Brown algae occur in a variety of forms along the NBK at Bangor waterfront, including encrusting, branching, leafy, and filamentous, or hair-like, algae. Several leafy species (e.g., *Egregia* spp.) and branching species (e.g. *Fucus* spp.) are commonly found attached to rocks in the intertidal upper intertidal zone (see Table 3.10).

Several species of kelp, including flattened acid kelp (*Desmarestia ligulata),* witches hair (*D. aculeata*), and understory kelp (*Laminaria* spp.) are present near the project area. *Desmarestia* spp. are found in the nearshore marine subtidal and lower intertidal zones. Understory kelp provide a major source of decomposed nutrients to the seafloor, and are important vertical habitat for species in the subtidal zone (Mumford, 2007). A narrow band of understory kelp occurs approximately 394 ft (120 m) southeast of the project area (Figure 3-4). The band is approximately 1,600 ft (488 m) long and covers 2.3 acres (Morris et al., 2009). Canopy-forming kelp beds (e.g., bull kelp) do not occur near the project area (Morris et al., 2009).

A non-native brown algae species, wireweed (*Sargassum muticum*), was first documented in Washington State waters in the 1950s and was likely introduced from Japan when Pacific oysters were planted in the early 1900s. The complex branching of *Sargassum* provides habitat for invertebrates such as amphipods; however, where it overlaps with native marine vegetation, *Sargassum* outcompetes them (Critchey et al., 1997). *Sargassum* has been suggested to negatively affect water movement, light penetration, sediment accumulation, and DO concentrations at night (Williams et al., 2001). Two large *Sargassum* mats occur along the Bangor waterfront at NBK south of the project area and other small pockets of Sargassum are located outside of the project area (Morris et al., 2009).

Eelgrass

Eelgrass (*Zostera marina*) is prevalent in low-energy areas, occurring in lower intertidal and nearshore marine subtidal zones that are abundant in organic matter and nutrients (Johnson and O'Neil, 2001). Eelgrass beds are habitat for fish and shellfish species by providing vital three-dimensional protective structures (Nightingale and Simenstad, 2001a). They are important in maintaining migratory corridors, and are used as foraging areas by juvenile salmonids, as well as other fish and invertebrates (Simenstad and Cordell, 2000). Along the shoreline adjacent to EHW-1, the native *Zostera marina* is the dominant eelgrass species and occurs along a narrow depth band roughly parallel to shore from 2 ft (0.6 m) below to 20 ft (6 m) below MLLW (Garono and Robinson, 2002; Morris et al., 2009) (Figure 3–5). A non-native eelgrass species, *Zostera japonica*, occurs in small patches between 2 ft (0.6m) above and below MLLW, which is also outside of the project area.

TABLE 3.10 NBK AT BANGOR WATERFRONT MARINE VEGETATION COVERAGE

<table>
<tr><th colspan="3">ZONE</th><th>VEGETATION TYPE</th><th>PERCENT OF LINEAR SHORELINE[1]</th></tr>
<tr><td rowspan="21">Upper Intertidal</td><td rowspan="3"></td><td rowspan="6"></td><td colspan="2">Brown Algae[2] (Fucus)</td></tr>
<tr><td>Present</td><td>60.4</td></tr>
<tr><td>Absent</td><td>39.6</td></tr>
<tr><td rowspan="18">Lower-Intertidal</td><td colspan="2">Red Algae (Gracilaria)</td></tr>
<tr><td>Present</td><td>76.8</td></tr>
<tr><td>Absent</td><td>23.2</td></tr>
<tr><td rowspan="15">Nearshore Marine (subtidal photic zone)</td><td colspan="2">Mixed Red Algae[2] (Ceramium, Endocladia, Gracilaria, Mastocarpus, Mazzaella, Porphyra)</td></tr>
<tr><td>Present</td><td>Interspersed</td></tr>
<tr><td>Absent</td><td>100</td></tr>
<tr><td colspan="2">Green Algae (Ulva)</td></tr>
<tr><td>Present</td><td>97.4</td></tr>
<tr><td>Absent</td><td>2.6</td></tr>
<tr><td colspan="2">Brown Algae (Desmarestia)</td></tr>
<tr><td>Present</td><td>15.9</td></tr>
<tr><td>Absent</td><td>0</td></tr>
<tr><td colspan="2">Eelgrass (Zostera marina)</td></tr>
<tr><td>Present</td><td>81.9</td></tr>
<tr><td>Absent</td><td>18.1</td></tr>
<tr><td colspan="2">Brown Algae (Laminaria)</td></tr>
<tr><td>Present</td><td>75.8</td></tr>
<tr><td>Absent</td><td>24.2</td></tr>
</table>

Sources: WDNR, 2006; Morris et al., 2009.

[1] Percent represented by proportionate amount in sampled area.[2] Macroalgae coverage data obtained by SAIC in 2007 were concentrated in the lower intertidal and shallow (less than 70 ft MLLW) zones along the NBK at Bangor shoreline. *Fucus* distribution and density based upon the Washington State ShoreZone Inventory (WDNR, 2006). Mixed red algae distribution from WDNR, 2006.

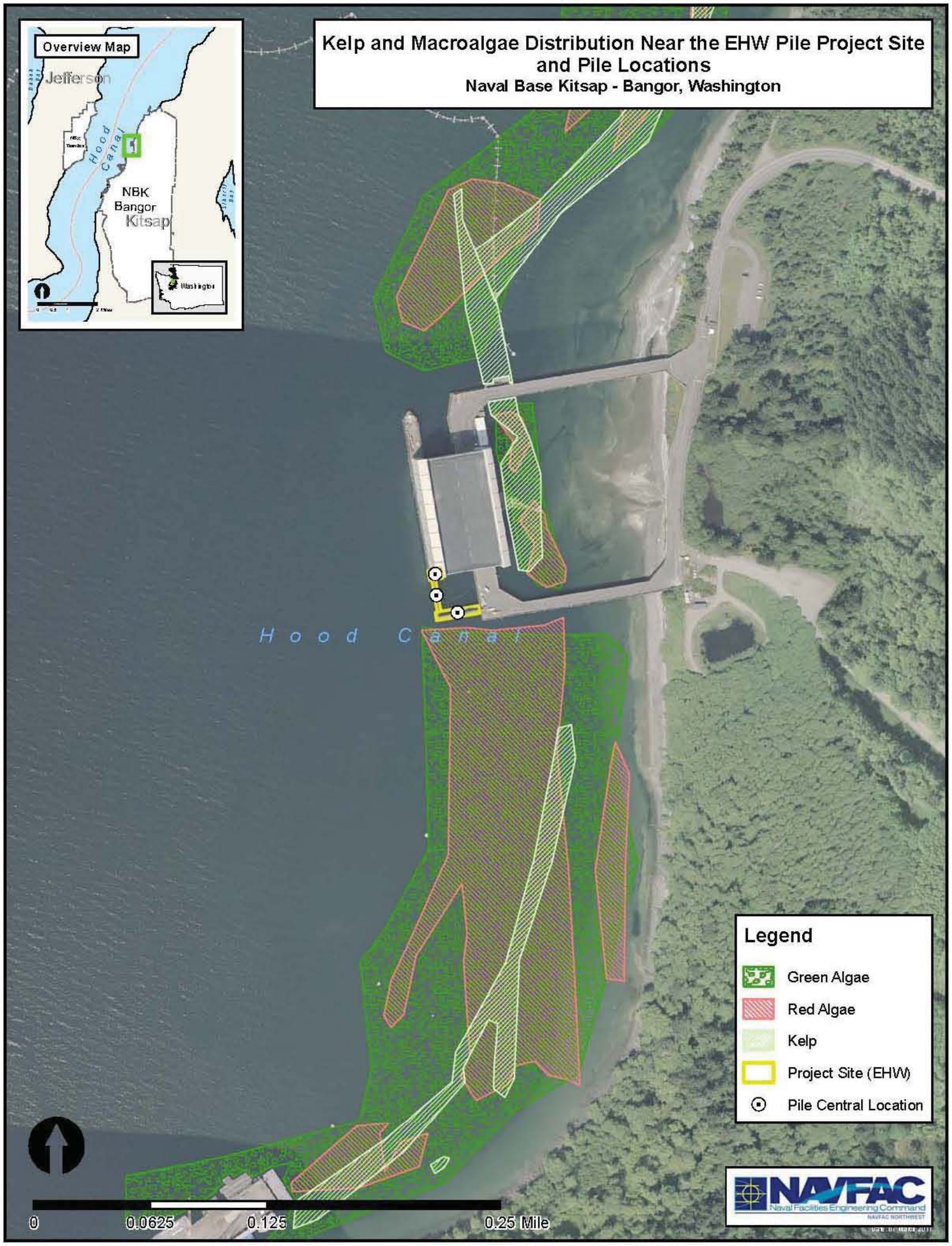


Figure 3-4 Kelp and Macroalgae Distribution off NBK at Bangor near the Project Area

Figure 3-5 Eelgrass Distribution off NBK at Bangor near the Project Area

3.6.2 Environmental Consequences

3.6.2.1 No Action Alternative

Under the No Action Alternative the EHW-1 Pile Replacement Project will not be conducted. Baseline conditions, as described above, for marine vegetation would remain unchanged. Therefore, there would be no impacts to marine vegetation from implementation of the No Action Alternative.

3.6.2.2 Proposed Action

As discussed in Section 2.1.2, Proposed Action, the EHW-1 Pile Replacement Project would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur.

Marine vegetation could potentially be affected by the proposed action due to deterioration of water quality and by direct removal during construction. As indicated in Section 3.3, Water Resources, pile driving-related impacts to water quality from the proposed action would be limited to temporary and localized changes associated with resuspension of bottom sediments during construction. The EHW-1 Pile Replacement Project would result in no measurable change to existing DO levels at the Bangor waterfront at NBK or in Hood Canal in general. The proposed action would not result in violations of water quality standards for DO and would, therefore, maintain water quality in the vicinity of the project area. Similarly, pile driving activities would not discharge contaminants or otherwise appreciably alter the concentrations of trace metal or organic contaminants in bottom sediments. NBK at Bangor has an approved Spill Management Plan (DoN, 2006a) and a regional Integrated Spill Contingency Plan (DoN, 2010) is in place. These plans outline procedures designed to reduce the likelihood of fuel spills, and increase the response time and efficiency of clean up. As a result, accidental spills or discharges of deleterious materials would not be expected to adversely impact marine water quality at the project area. Increases in turbidity and suspended solids during pile driving, placement of anchors, and mobilization of tugs, barges, and monitoring vessels would be minimal, temporary, and localized.

Marine surveys at NBK at Bangor have shown that eelgrass is only present in water down to 20 ft (6 m) MLLW, which is shallower than the project area. The pile replacement activity would occur in water depths of 55 to 65 ft (16.8 to 19.8 m) relative to MLLW. Red and green algae are present nearby the pile locations, but in low densities due to the inherent light limitation at the deepwater depths at the project area, limiting potential impacts. Brown algae, including understory kelp, are also distributed outside of the project area. Sediment plumes would be confined by containment booms, hanging tarps, and bubble curtains; therefore, sediments would settle back in the general vicinity from which they rose and indirect effects to macroalgae and eelgrass from changes in water quality during construction would be temporary and would not affect the overall health or distribution of marine vegetation near the project area.

Direct impacts to marine vegetation during the proposed action include direct removal through anchor drag, spuds, and removal of deteriorating wharf components. Any vegetative growth found on existing piles would be removed when those piles are extracted from the water. The proposed action would ultimately result in less surface area on which marine organisms could colonize. However, because marine vegetation is distribution outside of the project area, the overall health and abundance of macroalgae and eelgrass would not be compromised. Therefore, the proposed action would have no significant direct or indirect impacts on marine vegetation.

3.7 BENTHIC INVERTEBRATES

3.7.1 Affected Environment

Benthic invertebrates are comprised of bottom dwelling animals that live burrowing or buried in the soft sediments (infauna) and those that live attached to hard bottom substrates (epifauna). Four major groups (Phylum) are found in Hood Canal and in the project area: 1) marine worms (Annelids); 2) snails and bivalves (Molluscs); 3) crabs and other crustaceans (Arthropods); and, 4) sea stars and sea urchins (Echinoderms).

The types and numbers of benthic organisms are closely linked to sediment grain size (gravel, sand, silt, clay, etc.), levels of DO and the amount of total organic carbon (TOC). The organic carbon content is itself strongly correlated with sediment grain size being higher in more fine-grained sediments than coarser ones.

Hood Canal has been divided into nine biotic subregions based on soft-bottom benthic community structure, dominant taxa, percent fines (i.e., the percent of silt or clay material), percent TOC, and depth (WDOE, 2007). NBK at Bangor and the project area specifically, are within the north Hood Canal biotic subregion.

Sediments at the northern end of Hood Canal are primarily composed of relatively coarse sands near the entrance, on the sill, and in the shallows along the shorelines of both the main axis of the canal and the adjoining bays. Sediments south of the sill, down the central axis of the canal, at the greatest depths, and in portions of the terminal inlets are primarily finer-grained silts and clays. The composition of sediment samples from the project area ranged from 65 to 100 percent for sand, less than one to seven percent for gravel, two to 32 percent for silt, and two to 11 percent for clay (Hammermeister and Hafner, 2009).

A recent survey of four different areas along the Bangor waterfront at NBK found consistently greater benthic community development in the subtidal zone compared to the intertidal zone and variable community development within and among survey areas (Weston, 2006). A mean total of two to 12 species with a mean total abundance of three to 67 individuals per square foot (0.10 m^2) was observed in the intertidal zone. Subtidal values varied from a mean total of 36 to 77 species and a mean total abundance of 301 to 736 individuals per square foot (0.10 m^2). Table 3.11 provides a list of some of the benthic invertebrates and shellfish occurring at NBK at Bangor. The soft-bottom benthic community within the project area is dominated by marine worms, crustaceans, and molluscs across the tide zone, although in the intertidal zone other organisms also may be numerically abundant (Weston, 2006; WDOE, 2007).

Molluscs

Molluscs occurring within the project area include two major classes: gastropods (slugs and snails) and bivalves (having two-part shells, such as clams, oysters, and mussels). In contrast to mussels and oysters, which attach to hard substrate, clams live partially buried in the substrate and gastropods live on the substrate surface.

The gastropod snail *Alvania compacta* was a numerical dominant of shallow subtidal waters within the project area (Weston, 2006); it is commonly found in mixed sediments including fine gravels (Kozloff, 1983). Other snails are associated with eelgrass beds, and limpets occur intertidally on hard substrates such as docks, cobble, and rocks.

A variety of bivalves occur within the project area, ranging from intertidal to subtidal depths (see Table 3.11). Common intertidal species include Macoma clams, rough-sided littleneck clams, and robust mysella. The most abundant species in subtidal waters include silky axinopsid, various dwarf venus clams, fine-lined lucine, and robust mysella (Weston, 2006). Robust mysella live in semi-permanent burrows and can be an indicator of a more stable habitat (Ockelmann and Muus, 1978). Common species on hard substrates include multiple blue mussel species, jingle shell, rock scallop, Olympia oyster, and Pacific oyster (DoN, 2001a; WDFW, 2007a). An oyster bed is located parallel to the shore running near and under EHW-1 (Figure 3-6). Bivalve siphons were detected throughout the project area during a 2007 survey in a wide range of depths. Siphon characteristics indicated these were geoducks. These organisms tended to be more concentrated in the silty sand substrate present below 25 ft (8 m) water depth.

Arthropods

Arthropods (crustaceans) are associated with all soft-bottom and hard substrate habitats and also occur in the water column. The most abundant species in the 2005 benthic sediment sampling along the Bangor waterfront at NBK was the seed-shrimp (Weston, 2006). Seed-shrimp are minute crustaceans that are protected by a bivalve-like shell and typically feed on detritus in the subtidal nearshore marine habitats. Seed-shrimp comprised almost 30 percent of the individual organisms in the sandy deltaic subtidal zones along the waterfront (Weston, 2006). Larger crabs and shrimps, which are mobile and evasive during sampling, are not well quantified near the project area. Several species have been commonly observed (Weston, 2006).

Dungeness crabs range from intertidal to subtidal depths in sandy habitats and may use eelgrass beds as nursery areas (LFR, 2004). Hermit crabs, cancer crabs, kelp crabs, and shore crabs occur in rocky and/or vegetated habitats. European green crab and helmet crab also have been reported (DoN, 2001a).

TABLE 3.11 BENTHIC INVERTEBRATES AT THE BANGOR WATERFRONT AT NBK

PHYLUM	MAJOR TAXA OF PHYLA	GENERA OR SPECIES	TYPICAL LOCATION	COMMON NAME OR DESCRIPTION
Mollusca	***Gastropod***	*Alvania compacta*	Sand, silt, clay or mixed substrate, vegetated shallow subtidal	Snail
		Lirularia acuticostata	Mixed substrate, intertidal-subtidal	Sharp-keeled lirularia, a snail,
	Bivalves	*Macoma* sp.	Mixed substrate, intertidal-subtidal	Clam
		Nutricola spp.	Sandy subtidal	Clam
		Saxidomus giganteus	Sandy subtidal	Butter Clam
		Panopea abrupta	Sandy intertidal-subtidal	Geoduck clam
		Rochefortia tumida	Sandy intertidal-subtidal	Robust mysella
		Axinopsida serricata	Sandy or mixed substrate with organic enrichment subtidal	Silky axinopsid
		Protothaca staminea	Sandy intertidal-subtidal	Native littleneck clam
		Tellina carpenteri	Sandy or mixed sand/silt intertidal-subtidal	Clam
		Parvilucina tenuisculpta	Sandy, silty, clay or mixed substrate in shallow subtidal	Fine-lined lucine
		Protothaca staminea	Sandy intertidal-subtidal	Rough-sided littleneck clam
		Mytilus spp.	Intertidal-subtidal, hard substrates	Blue mussel
		Pododesmus macroschisma	Hard substrates	Jingle shell
		Hinnites giganteus	Rocky substrates subtidal, rarely intertidal under boulders	Giant rock scallop
		Crassostrea gigas	Rocky substrates	Pacific oyster
		Ostrea lurida	Rocky substrates	Olympia oyster
Crustaceans	***Ostracod***	*Euphilomedes carcharodonta*	All soft substrates	Seed-shrimp
	Tanaid	*Leptochelia dubia*	Mixed substrate, vegetated habitat, manmade structures	Tanaid
	Barnacles	*Balanus* sp.	Rocky, manmade structures	Barnacle
	Amphipods	*Protomedeia* sp.	All soft substrates	Gammarid
		Aoroides spp.	Detritus, sand, vegetated habitats	Corophiid

TABLE 3.11 BENTHIC INVERTEBRATES AT THE BANGOR WATERFRONT AT NBK (CONTINUED)

PHYLUM	MAJOR TAXA OF PHYLA	GENERA OR SPECIES	TYPICAL LOCATION	COMMON NAME OR DESCRIPTION
		Rhepoxynius boreovariatus	Sandy subtidal	Gammarid
		Corophium and *Monocorophium* spp.	Sandy subtidal, manmade structures	Corophiid
	Crabs	*Pinnixa occidentalis*	Sand/silt/clay subtidal	Pea crab
		Hemigrapsus oregonsis	Quiet water, rocky habitats, gravel	Green Shore crab
		Pagurus granosimanus	Mixed substrate, eelgrass, subtidal	Hermit crab
		Pugettia spp.	Sand/silt/clay subtidal, eelgrass	Kelp crab
		Cancer gracilis	Intertidal and subtidal, eelgrass	Graceful crab
		Cancer magister	Intertidal and subtidal, eelgrass	Dungeness crab
		Cancer oregonensis	Rocky and manmade structures, intertidal-subtidal	Oregon Cancer crab
		Cancer productus	Sandy, protected rocky areas, eelgrass, intertidal-subtidal	Red Rock crab
		Carcinus maenas	Intertidal, mixed substrates	European green crab
		Telmessus cheiragonus	Eelgrass, kelp, sargassum	Helmet crab
		Pagurus granosimanus	Mixed substrate, eelgrass, subtidal	Hermit crab
	Shrimps	*Crangon* sp.	Shallow waters, sandy substrates	True shrimps
		Pandalus sp.	Mixed sand substrate intertidal and shallow subtidal	Spot shrimp
		Neotrypaea sp.	Mixed sand substrate intertidal and shallow subtidal	Ghost shrimp
Annelida	***Polychaetes***	*Platynereis bicanaliculata*	Mixed substrates, manmade structures, eelgrass	Nereidae
		Podarkeopsis glabra	Soft substrates	Hesionidae
		Pectinaria californiensis	Sandy, low intertidal and subtidal	Cone worm
		Owenia collaris	Sandy, intertidal-subtidal	Oweniidae
		Euclymeninae	Mixed substrates, subtidal	Maldanidae
Echinoderma	***Echinoderms***	*Pisaster brevispinus*	Subtidal eelgrass	Pink sea star
		Pisaster ochraceus	Lower intertidal, hard structures	Purple star

TABLE 3.11 BENTHIC INVERTEBRATES AT THE BANGOR WATERFRONT AT NBK (CONTINUED)

PHYLUM	MAJOR TAXA OF PHYLA	GENERA OR SPECIES	TYPICAL LOCATION	COMMON NAME OR DESCRIPTION
		Amphiodia urtica/periercta	Subtidal silty mud	Burrowing brittle star
		Pycnopedia helianthoides	Lower intertidal to subtidal soft substrates	Sunflower star
		Dendraster excentricus	Flat, sandy subtidal	Sand dollar
		Strongylocentrotus droebachiensis	Intertidal to subtidal soft substrates	Green sea urchin
Chordata	***Tunicates***	*Corella willmeriana*	Subtidal to deepwater	Transparent tunicate
		Distaplia occidentalis	Intertidal to subtidal	Mushroom compound tunicate

Sources: Abbott and Reish, 1980; Barnard et al., 1980; Lee and Miller, 1980; Kozloff, 1983; URS, 1994; WDOE, 1998; Pentec, 2003; Weston, 2006.

Annelids

Polychaetes, a type of marine worm, are a major component of the benthic community and occupy intertidal and subtidal soft- and hard-bottom habitats (Weston, 2006). Sessile polychaetes are often tube-building, while other species may be active burrowers (Kozloff, 1983). Polychaetes are typically more abundant in the nearshore subtidal zone than in the intertidal zone (Weston, 2006; WDOE, 2007). Several species of polychaetes live among fouling organisms on manmade structures. Suspension-deposit spionids, herbivorous nereids, predatory syllids, and scale worms were found during rapid assessment of several marinas in Puget Sound (Cohen et al., 1998).

Echinoderms

Echinoderms contributed up to six percent to the abundance of benthic organisms occurring in soft-substrate benthic sediment sampling conducted in 2005 along the waterfront but only two percent, at most, to the abundance of benthic organisms within the project area (Weston, 2006). These species included brittle stars and green sea urchins (DoN, 1988; Weston, 2006). However, sea stars have also been observed at many locations along the waterfront (DoN, 1988). Purple stars are found primarily in the lower-intertidal zone on pilings where they feed on mussels. Pink sea stars are often found in subtidal eelgrass beds (Pentec, 2003).

The red sea urchin has not been documented near the project area but typically lives in rocky areas, which have not been extensively surveyed at the waterfront. Red urchin habitat ranges from protected shallow subtidal to inland marine deeper water nearshore marine habitats.

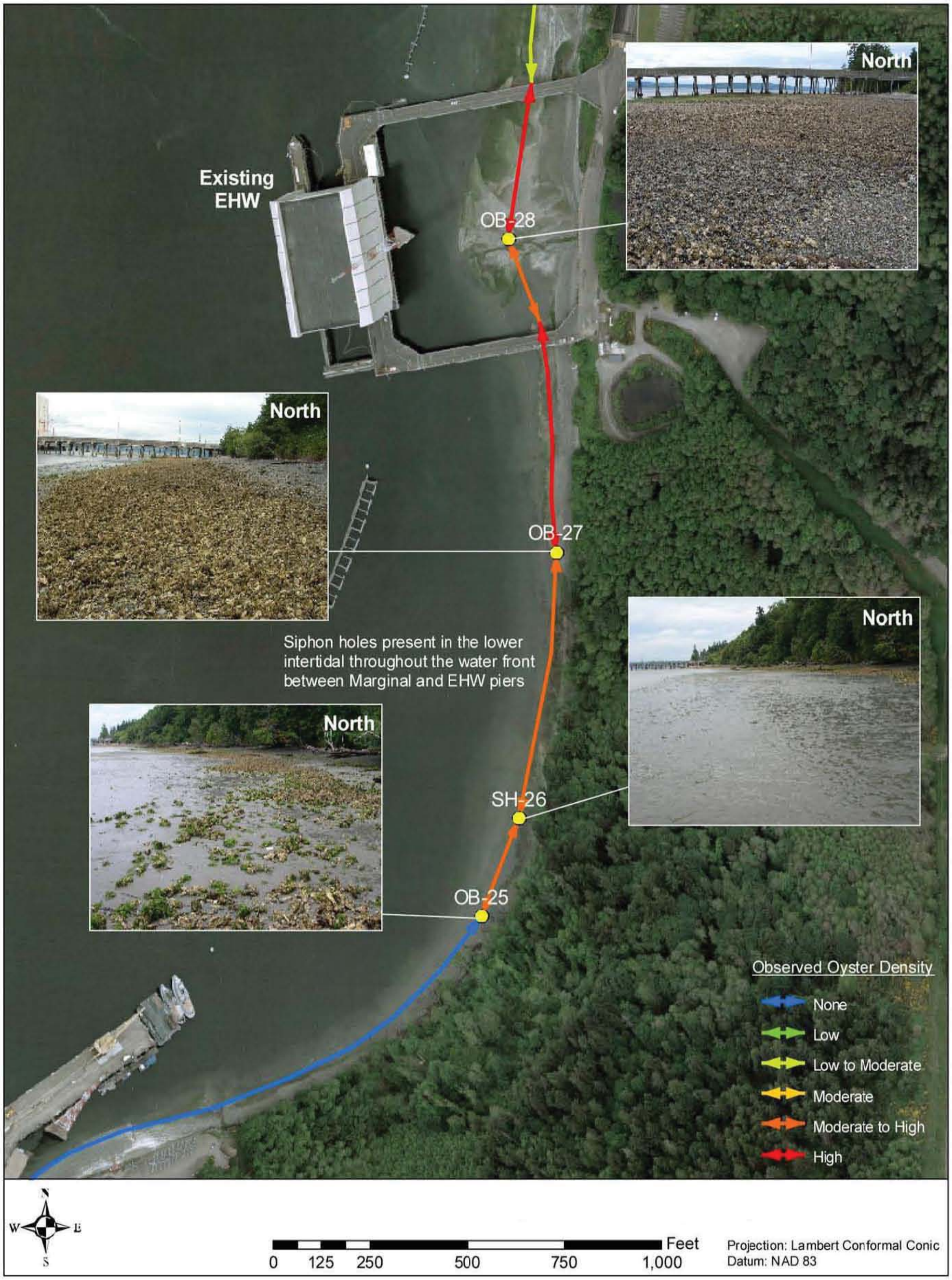


Figure 3-6 Oyster Densities near the Project Area

3.7.2 Environmental Consequences

3.7.2.1 No Action Alternative

Under the No Action Alternative the EHW-1 Pile Replacement Project will not be conducted. Baseline conditions, as described above, for benthic invertebrates would remain unchanged. Therefore, there would be no impacts to benthic invertebrates from implementation of the No Action Alternative.

3.7.2.2 Proposed Action

The EHW-1 Pile Replacement Project would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition, ninety six 24-inch diameter concrete piles would be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles would be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur.

There would be some direct mortality of less motile benthic organisms. Indirect impacts to habitat and benthic organisms are likely to result from turbidity caused by driving and removing barge anchors, spuds, and the piles (the removal of piles with a pneumatic chipping hammer and a vibratory hammer and the installation of piles with the vibratory hammer and impact hammer). However, turbidity curtains would be used to minimize the impacts to the environment. Disturbed sediments would eventually redeposit upon the existing benthic community. Suspension and surface deposit feeders would be the most susceptible to burial, although the use of turbidity curtains would minimize the distance sediments travel and redeposit, reducing the number of organisms that would become buried deeper in the sediment. However, these impacts would be minor and temporary in nature. Benthic organisms, particularly annelids, are very resilient to habitat disturbance and are likely to recover to pre-disturbance levels within two years or less (CH2M Hill, 1995; Parametrix, 1994; 1999; Anchor Environmental, 2002; Romberg, 2005).

Along with the pile removal and installation, work above water would be conducted on the wharf. This work would require the use of heavy machinery such as concrete saws. All materials removed from the existing wharf would be collected with a debris curtain/shield and disposed of. As a result, the bottom sediment and the benthic invertebrates living within that sediment would not be adversely impacted from these activities.

Overall, the removal and the installation of piles would reduce the area of bottom impact from approximately 341 square ft (0.008 acres) to 138 square ft (0.003 acres). Therefore, the proposed action would result in a slight increase in benthic habitat within the footprint of EHW-1. The proposed action would not have a significant impact on benthic invertebrates.

3.8 FISH

There are nine species of fish that have been listed as threatened or endangered under the ESA that occur near the EHW-1 Pile Replacement Project area in Puget Sound, Washington (Table 3.12). These species, as well as other important fishes that inhabit waters around the EHW-1 Pile Replacement Project area, are discussed below more specifically in Section 3.8.1, Affected Environment.

TABLE 3.12 ENDANGERED SPECIES ACT-LISTED FISH HISTORICALLY SIGHTED IN HOOD CANAL IN THE VICINITY OF NBK AT BANGOR

Species	ESA-Listed Status	Relative Occurrence in Hood Canal, Washington	Season(s) of Occurrence
Chinook salmon *Oncorhynchus tshawytscha* Puget Sound ESU	Threatened	Common	Juveniles - May to Jul; Adults - Aug to Oct
Chum salmon *Oncorhynchus keta* Hood Canal Summer-run ESU	Threatened	Common	Juveniles - Jan to Apr; Adults - Aug to Oct
Steelhead trout *Oncorhynchus mykiss* Puget Sound DPS	Threatened	Common	Year-round
Bull Trout *Salvelinus confluentus* All U.S. stocks	Threatened	Rare to occasional use	Unknown
Bocaccio *Sebastes paucispinis* Puget Sound/Georgia Basin DPS	Endangered	Rare to occasional use	Year-round
Canary rockfish *Sebastes pinniger* Puget Sound/Georgia Basin DPS	Threatened	Rare to occasional use	Year-round
Yelloweye rockfish *Sebastes ruberrimus* Puget Sound/Georgia Basin DPS	Threatened	Rare to occasional use	Year-round
Green sturgeon *Acipenser medirostris* Southern DPS	Threatened	Rare to occasional use	Year-round
Pacific eulachon/smelt *Thaleichthys pacificus* Southern DPS	Threatened	Rare to occasional use	Year-round

Seven species of Pacific salmonids occur in the Puget Sound area. These include Chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*O. kisutch*), pink salmon (*O. gorbuscha*), chum salmon (*O. keta*), steelhead trout (*O. mykiss*), cutthroat trout (*O. clarki*), and bull trout (*Confluentus salvelinus*). Four of these seven species (Chinook salmon, chum salmon, steelhead trout, and bull trout) have populations that have been listed as threatened under the ESA within the vicinity of Hood Canal. Neither pink salmon nor cutthroat trout have been listed under ESA; coho salmon have one evolutionary significant unit (ESU) listed as endangered, three ESUs as threatened, and one ESU listed as a species of concern, but none of the coho salmon listed ESUs utilize Hood Canal. An ESU is defined by the NMFS as a population or group of populations of Pacific salmon that represents an important component of the evolutionary legacy of the species as a result of being substantially reproductively isolated from other conspecific populations.

Salmonids use Hood Canal as a passageway between spawning streams flowing into the canal and marine rearing areas in Puget Sound, the Strait of Juan de Fuca, and the North Pacific Ocean. Hood Canal also provides important estuarine and nearshore rearing and refuge habitat for juvenile salmonids (Bhuthimethee et al., 2009). There are two small estuaries at NBK at Bangor: Devil’s Hole and Cattail Lake. Both outflows create small deltas seaward of their entry into Hood Canal. In the summer months, the outflows contribute nutrient-rich freshwater that is warmer than the surrounding saltwater (Phillips et al., 2008). In both Devil’s Hole and Cattail Lake outflows, the shallow deltas support dense marine vegetation and benthic invertebrate communities, which provide food and refuge for juvenile salmonids (Phillips et al., 2008).

Rockfish are another important group of fish that occur in the project waters. This diverse group is made up of mostly bottom dwelling fish of the genus *Sebastes* especially prevalent in the North Pacific Ocean (Love et al., 2002). Three of the five Puget Sound rockfish species are federally listed under the ESA. Bocaccio (*Sebastes paucispinis*) is the only one of the three listed as endangered, while canary rockfish (*S. pinniger*) and yelloweye rockfish (*S. ruberrimus*) are listed as threatened (75 FR 22276).

As in most fish with pelagic larvae, current patterns play a large role in the recruitment and distribution of rockfish larvae within and between basins (Palsson et al., 2008). As summarized by Drake et al. (2008), onshore currents, eddies, upwelling shadows, and other localized circulation patterns create conditions that retain larvae rather than disperse them. The shallow sill (~50 meters deep) at the mouth of Hood Canal further limits the circulation and exchange of water between this basin and the Strait of Juan de Fuca and central Puget Sound (Babson et al., 2006). Thus, Puget Sound basins, including Hood Canal, have greater retention of, and reliance upon, intra-basin rockfish larvae for recruitment than coastal systems (Drake et al., 2008).

In addition to salmonids and rockfish, Puget Sound provides habitat for at least 44 other fish species, including, herring, smelt, sand lance, perch, gunnel, pipefish, stickleback, tubesnout, and flatfish, as well as two additional ESA-listed species, the southern distinct population segment (DPS) of the green sturgeon (*Acipenser medirostris*) and the southern DPS of Pacific eulachon (*Thaleichthys pacificus*) (SAIC, 2006; Bhuthimethee et al., 2009). A DPS represents a population or group of populations that is isolated from other populations of the same species and significant in relation to the entire species. In contrast to salmonids which exclusively use freshwater for spawning, these fish species may use areas of Puget Sound shoreline for spawning. Additional important forage species include Pacific herring (*Clupea pallasii*), surf smelt (*Hypomesus pretiosus*), and sand lance (*Ammodytes hexapterus*) which represent the three most important forage fish species in the area (Penttila, 1997; Stout et al., 2001). They serve as a key prey source for salmonids, rockfish, and other predatory fishes in the area, as well as birds and marine mammals (Salo, 1991; Love et al., 2002).

3.8.1 Affected Environment

3.8.1.1 Regulatory Overview

Endangered Species Act (ESA)

Federally threatened and endangered species are those listed for protection under the Federal Endangered Species Act (ESA) (16 U.S.C. 1536), administered by the USFWS. The USFWS also list federal species of concern. Federal species of concern is an informal term that indicates species might be in need of conservation actions. Federal species of concern do not receive legal protection and this term does not imply the species will eventually be proposed for listing (USFWS, 2008b).

Under NEPA, the impacts of a proposed action to federally threatened and endangered species must be considered. The ESA of 1973 established protection over and conservation of federally threatened and endangered species and the ecosystems upon which they depend. An "endangered" species is a species that is in danger of extinction throughout all or a significant portion of its native habitat, while a "threatened" species is one that is likely to become endangered within the foreseeable future throughout all or in a significant portion of its native habitat.

The USFWS and the NMFS jointly administer the ESA and are also responsible for the listing of species (i.e., the labeling of a species as either threatened or endangered). The USFWS has primary management responsibility for management of terrestrial and freshwater species, while the NMFS has primary responsibility for marine species and anadromous fish species (species that migrate from saltwater to freshwater to spawn). The ESA allows the designation of geographic areas as critical habitat for threatened or endangered species.

Magnuson-Stevens Fishery Conservation and Management Act

The Fishery Conservation and Management Act of 1976 later changed to the Magnuson Fishery Conservation and Management Act in 1980 established a 200 nautical mile (nm) fishery conservation zone in U.S. waters and a regional network of Fishery Management Councils. The Fishery Management Councils are composed of federal and state officials, including the USFWS, which oversee fishing activities within the fishery management zone. In 1996, the Magnuson Fishery Conservation and Management Act was reauthorized and amended as the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), also known as the Sustainable Fisheries Act. The MSFCMA mandated numerous changes to the existing legislation designed to prevent overfishing, rebuild depleted fish stocks, minimize bycatch, enhance research, improve monitoring, and protect fish habitat.

One of the most significant mandates in the MSFCMA is the essential fish habitat (EFH) provision, which provides the means to conserve fish habitat. The EFH mandate requires that the regional Fishery Management Councils, through federal Fishery Management Plans (FMP), describe and identify EFH for each federally managed species, minimize to the extent practicable adverse effects on such habitat caused by fishing, and identify other actions to encourage the conservation and enhancement of such habitats. Congress defines EFH as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity" (16 USC 1802[10]). The term "fish" is defined in the MSFCMA as "finfish, mollusks, crustaceans, and all other forms of marine animals and plant life other than marine mammals and birds." The regulations for implementing EFH clarify that "waters" include all aquatic areas and their biological, chemical, and physical properties, while "substrate" includes the associated biological communities that make these areas suitable fish habitats (CFR 50:600.10). Habitats used at any time during a species' life cycle (i.e., during at least one of its life stages) must be accounted for when describing and identifying EFH. In addition to EFH designations, areas called habitat areas of particular concern (HAPC), which are a subset of designated EFH that is especially important ecologically to a species/life stage and/or is vulnerable to degradation, are also to be designated to provide additional focus for conservation efforts (50 CFR 600.805-600.815). Categorization as HAPC does not confer additional protection or restriction to designated areas.

Authority to implement the MSFCMA is given to the Secretary of Commerce and delegated to the NMFS. The MSFCMA requires that EFH be identified and described for each federally managed species. The NMFS and regional Fishery Management Councils determine the species distributions by life stage and characterize associated habitats, including HAPC. The MSFCMA requires federal agencies to consult with the NMFS on activities that may adversely affect EFH, or when the NMFS independently learns of a federal activity that may adversely affect EFH. The MSFCMA defines an adverse effect as "any impact which reduces quality and/or quantity of EFH [and] may include direct (e.g., contamination or physical disruption), indirect (e.g., loss of prey or reduction in species' fecundity), site-specific or habitat wide impacts, including individual, cumulative, or synergistic consequences of actions" (50 CFR 600.810).

3.8.1.2 ESA-Listed Fish

Puget Sound Chinook Salmon

Status and Management

The Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*) ESU was listed as federally threatened under the ESA in 1999 (64 FR 14308), with the threatened listing reaffirmed in 2005 (70 FR 37160). The Puget Sound Chinook salmon ESU includes all naturally spawned populations from all rivers and streams flowing into Puget Sound. Average adult Chinook escapement (number of fish surviving to reach spawning grounds or hatcheries) in recent years is relatively low, particularly for the mid-Hood Canal stock, for which average escapements were typically below the low escapement threshold of 400 Chinook fish (WDFW, 2002). Reduced viability and listing of these specific stocks were attributed to habitat loss and degradation, hatcheries, and harvest management issues. Additionally, DO levels in Hood Canal are at a historic low, which is a concern and future threat to recovery of Hood Canal stocks of this and all other Hood Canal salmonid ESUs (70 FR 76445). Chinook salmon are managed as an ESA-listed species by NMFS and as a fishery by the Pacific Fishery Management Council (PFMC) through the Pacific Coast Salmon Fishery Management Plan (PFMC, 2003).

Critical Habitat

Critical habitat was initially designated for Puget Sound Chinook by the NMFS on February 16, 2000 (65 FR 7764) and was revised on September 2, 2005 (70 FR 52630) (Figure 3-7). Critical habitat consists of the water, substrate, and the adjacent riparian zone of accessible estuarine and riverine reaches and extends to a depth of 30 meters MLLW. Although critical habitat occurs in northern Hood Canal waters adjacent to the base, NBK at Bangor is excluded from critical habitat designation for ESA-listed Puget Sound Chinook salmon by federal law (70 FR 52630). As a result, no Puget Sound Chinook salmon critical habitat occurs in the immediate vicinity of EHW-1.

Distribution, Behavior, and Ecology

Chinook salmon are one of the least abundant salmonids occurring along the NBK at Bangor shoreline (Figure 3-8). Past and recent surveys have found that Chinook salmon migrating from southern Hood Canal streams and hatcheries occur most frequently along the Bangor waterfront at NBK from late May to early July (Schreiner et al., 1977; Prinslow et al., 1980; Bax, 1983; Salo, 1991; SAIC, 2006; Bhuthimethee et al., 2009).

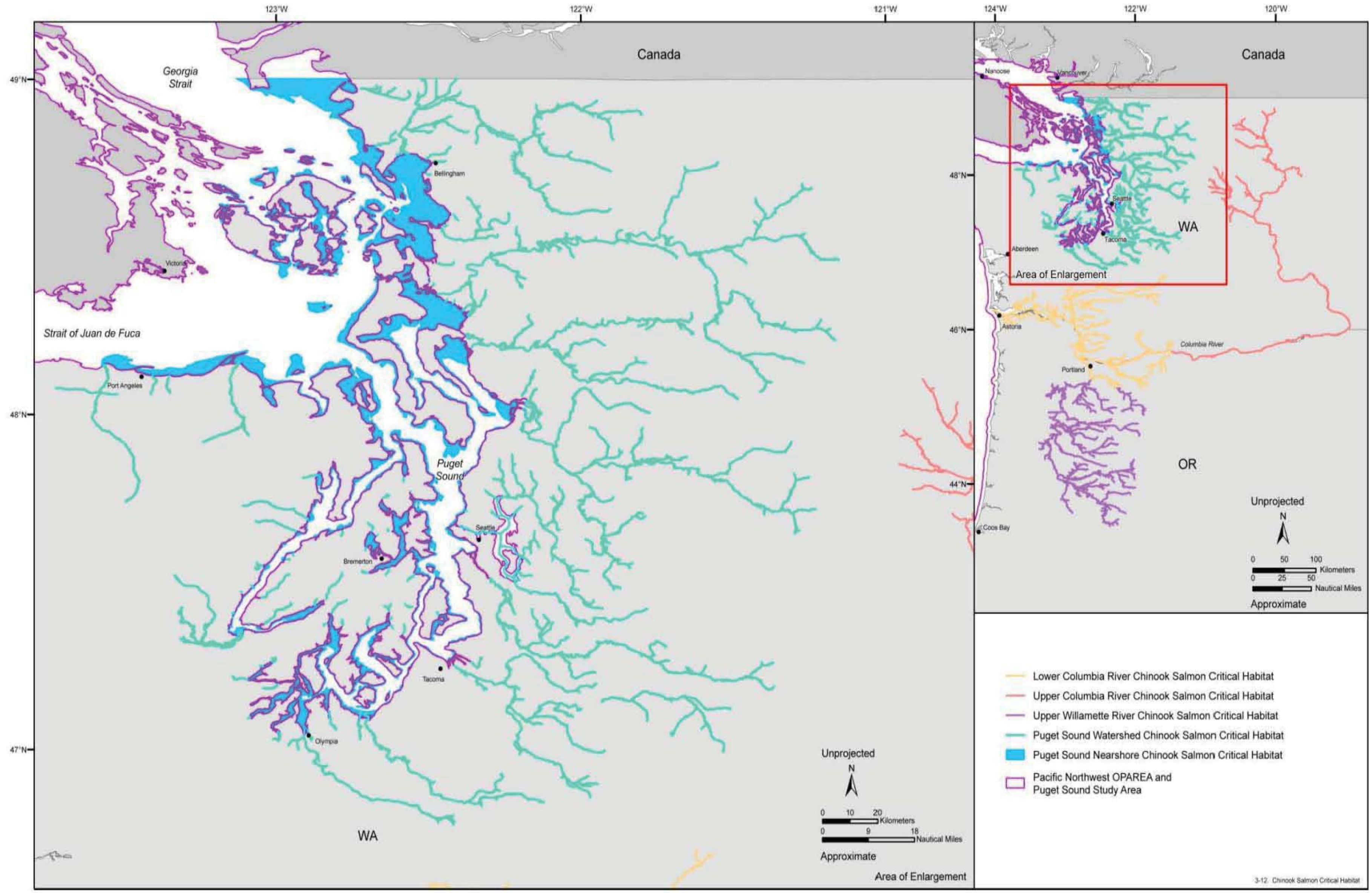
Emergent Chinook fry, like fry of other Pacific salmonids, depend on shaded, nearshore habitat, with slow-moving currents, where they forage on drift organisms, including insects and zooplankton (Healey, 1991). Smolts (juveniles that have transitioned from fresh water to salt water) usually migrate to estuarine areas within the first year, approximately three months after emergence from spawning gravel (in general, April through July with population variability).

The peak out-migration timing of juvenile Puget Sound Chinook along the NBK at Bangor shoreline, and within the greater Hood Canal region, occurs from May to early July. During spawning season, adult Chinook salmon enter Hood Canal waters from August to October to begin spawning in their natal streams in September with peak spawning occurring in October. Table 3.13 provides a compilation of information regarding the in-migration and spawn timing of adult Puget Sound Chinook past NBK at Bangor, and within the greater Hood Canal region.

TABLE 3.13 SPAWNING PERIOD TIMING AND PEAK PRESENCE OF ADULT HOOD CANAL STOCKS OF PUGET SOUND CHINOOK

STOCK	TIME PERIOD DETECTED IN HOOD CANAL	SPAWN TIME PERIOD	SPAWN PEAK
Skokomish	Late August to October	Mid September to October	Mid October
Mid-Hood Canal	Mid August to late October	Early September to late October	October

Source: Healey, 1991. Source: SAIC, 2006; Bhuthimethee et al., 2009.



Source: DoN, 2006b.

Figure 3-7 Critical habitat designated for Chinook salmon in Puget Sound

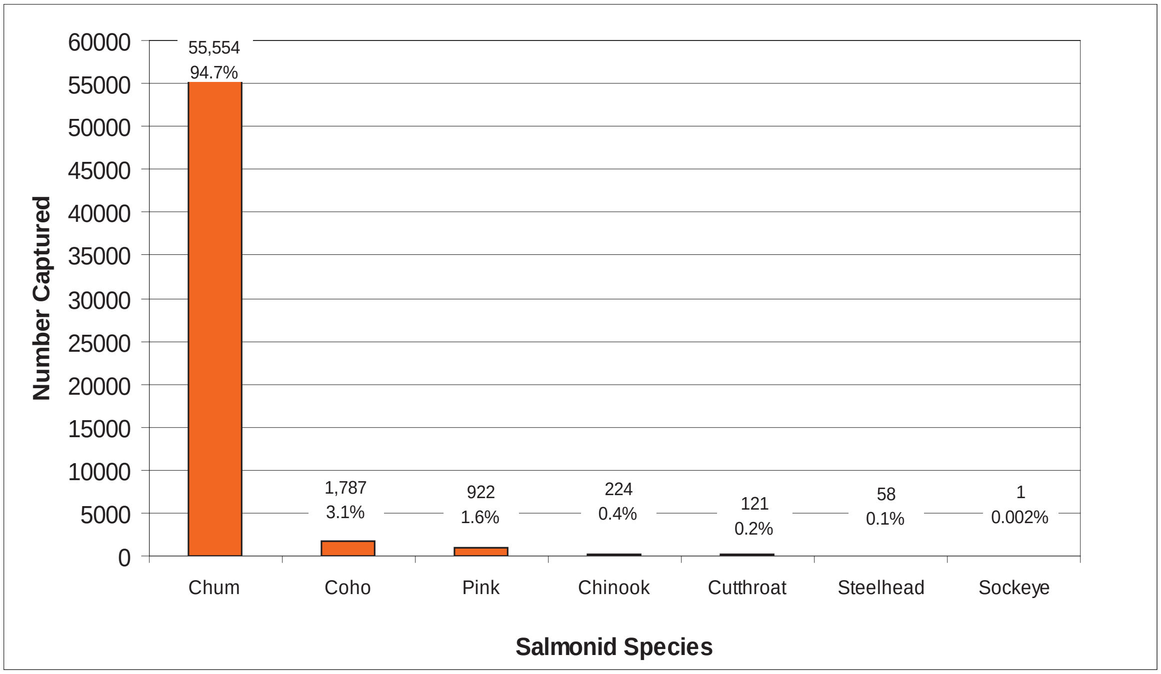


Figure 3-8 Salmonids, in order of abundance, captured during 2005–2008 Bangor beach seine survey

Hood Canal Summer-run Chum Salmon

Status and Management

Hood Canal summer-run chum salmon (*Oncorhynchus keta*) ESU was federally listed as threatened under the ESA in 1999, and the threatened listing was reaffirmed in 2005 (70 FR 37160). The NMFS recovery plan for Hood Canal summer-run chum was adopted 24 May 2007 (72 FR 29121). Hood Canal summer-run chum ESU includes all naturally spawned populations of summer-run chum salmon in Hood Canal and its tributaries. The only active fish hatchery that currently provides summer-run chum salmon to Hood Canal is the Quilcene National Fish Hatchery.

Historically, there were 16 stocks within Hood Canal summer-run chum ESU, eight of which are still in existence (six in Hood Canal and two in eastern Strait of Juan de Fuca), with the remaining eight being extinct (71 FR 47180). Supplementation programs are currently ongoing at three of the extinct stock locations (two in Hood Canal) to effectively reintroduce the summer-run chum back to their historic range, and these stocks are recognized as part of the ESU (HCCC, 2005). Reduced viability, lower survival, and listing of extant stocks of summer-run chum and recent stock extinctions in Hood Canal are attributed to the combined impacts of three primary factors: (1) habitat loss and degradation, (2) climate change, and (3) increased fishery harvest rates (HCCC, 2005). An additional factor cited was impacts associated with the releases of hatchery salmonids (WDFW and PNPTT, 2000; HCCC, 2005), which compete with naturally spawning stocks for food and other resources.

Critical Habitat

Critical habitat was designated for Hood Canal summer-run chum ESU on September 2, 2005 by the NMFS (70 FR 52630) (Figure 3-9). Critical Habitat extends from extreme high tide to a depth of 30 m relative to MLLW, i.e. habitat typically within the photic zone that is important for rearing, migrating, and maturing salmon and their prey (primary constituent elements). Although critical habitat occurs in northern Hood Canal waters adjacent to the base, NBK at Bangor is excluded from critical habitat designation for ESA-listed Hood Canal summer-run chum salmon by federal law (70 FR 52630). As a result, no Hood Canal summer-run chum salmon critical habitat occurs in the immediate vicinity of the second EHW.

Distribution, Behavior, and Ecology

Hood Canal summer-run chum migrate through the intertidal and nearshore waters of NBK at Bangor; however, spawning populations have not been found in base streams (DoN, 2001a). Most summer chum juveniles originate from streams on the western shore of Hood Canal and cross Hood Canal following surface freshwater flows from the tip of Toandos Peninsula to the Bangor waterfront at NBK (Salo et al., 1980). Surveys conducted along the shoreline of NBK at Bangor in 2005 through 2008 found large numbers of chum salmon along the Bangor shoreline (Figure 3-8); however, these chum were identified as part of the fall-run chum population rather than the summer-run.

During out-migration, fry move within the nearshore corridor and into and out of sub-estuaries with the tides, most likely in search of food resources (Hirschi et al., 2003). At a migration rate of seven kilometers (4.4 miles) per day, the majority of chum emigrants from southern Hood Canal exit the canal to the north 14 days after their initial emergence in seawater (WDFW and PNPTT, 2000). Juvenile summer-run chum are expected to occur near the project area from late January through early April, with a peak in late March (Prinslow et al., 1980; Salo et al., 1980; Bax, 1983; WDFW and PNPTT, 2000; SAIC, 2006; Bhuthimethee et al., 2009).

Approximately one month separates peak spawn timing of the early (summer) and later (fall) runs of chum salmon in Hood Canal (Johnson et al., 1997). Summer-run chum are, in part, distinguished from fall chum populations by their exclusive use of nearshore marine habitat early in the run period (early August to October). Summer-run chum adults return to Hood Canal from as early as August and September through the first week in October (WDF et al., 1993; WDFW and PNPTT, 2000) (Table 3.14).

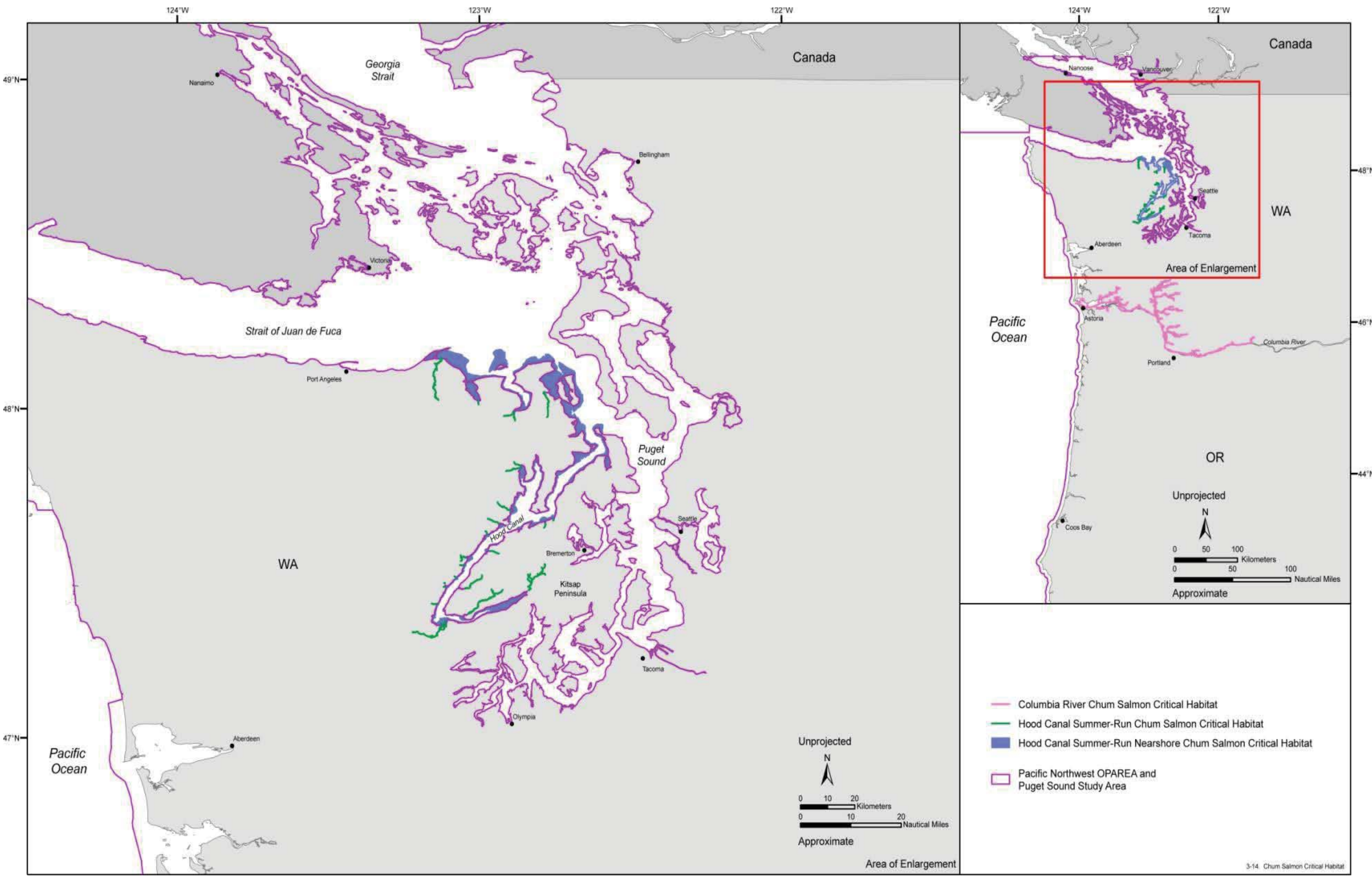
Puget Sound Steelhead

Status and Management

The Puget Sound steelhead (*Oncorhynchus mykiss)* was listed in May 2007 under the ESA as a threatened DPS (72 FR 26722). Stocks of the Puget Sound steelhead DPS are mainly winter-run, although a few small stocks of summer-run steelhead also occur (71 FR 15666). Eight stocks of winter-run and three stocks of summer-run Puget Sound steelhead occur in Hood Canal (WDFW, 2002). Some stocks of Puget Sound steelhead in Hood Canal (i.e., hatchery supplementation or hatchery releases to non-native streams) may not be considered part of the DPS (71 FR 15668).

Critical Habitat

No critical habitat has been designated for Puget Sound steelhead (72 FR 26722); therefore, critical habitat does not currently occur in the vicinity of NBK at Bangor, or within the project area. However, the NMFS issued an advance notice of proposed rulemaking and a request for



Source: DoN, 2006b.

Figure 3-9 Critical habitat designated for Hood Canal summer-run chum salmon in Puget Sound

TABLE 3.14 SPAWNING PERIOD, PEAK, AND 90 PERCENT SPAWN TIMING OF ADULT STOCKS OF HOOD CANAL SUMMER-RUN CHUM

STOCK	TIME PERIOD DETECTED IN HOOD CANAL [1]	SPAWN TIME PERIOD AND PEAK	DATE AT WHICH 90 PERCENT OF SPAWNING IS COMPLETE
Big/Little Quilcene	Early September to Mid-October	Mid-September to Mid-October	10/1 - 10/5
Lilliwaup Creek	Early September to Mid-October	Mid-September to Mid-October	10/10
Hamma Hamma	Early September to Mid-October	Mid-September to Mid-October	10/8 - 10/10
Duckabush	Early September to Mid-October	Mid-September to Mid-October	10/11
Dosewallips	Early September to Mid-October	Mid-September to Mid-October	10/9
Union	Mid-August to Early October	Early September to Early October	9/29 - 9/30

Source: WDFW, 2002; WDFW and PNPTT, 2000

1. Range of timing estimates from PNPTT and WDFW, in Appendix Report 1.2 (WDFW and PNPTT, 2000).

information concerning the development of critical habitat for Puget Sound steelhead on 10 January 2011 (76 FR 1392).

Distribution, Behavior, and Ecology

Steelhead exhibit the most complex life history of any species of Pacific salmonid. Steelhead can be freshwater residents (referred to as rainbow trout) or anadromous (referred to as steelhead) and, under some circumstances, they can yield offspring of the alternate life history form (72 FR 26722). Anadromous forms can spend up to seven years in fresh water prior to smoltification and then spend up to three years in salt water prior to migrating back to their natal streams to spawn (Busby et al., 1996). In addition, steelhead may spawn more than once during their life span, whereas other Pacific salmon species generally spawn once and die.

Steelhead do not occur in large numbers along the NBK at Bangor shoreline (Figure 3-8). Recently, the juvenile steelhead captured in 2005 through 2008 beach seine surveys were one of the least abundant of the salmonids captured along the Bangor waterfront at NBK, accounting for less than one percent of the salmonid catch (SAIC, 2006; Bhuthimethee et al., 2009). Steelhead occur most frequently in the late spring and early summer months.

Winter-run

Limited information is available regarding the timing of juvenile out-migration for winter-run steelhead in Hood Canal. The Washington Department of Fish and Wildlife (WDFW) suggests that juvenile out-migration of steelhead stocks in Hood Canal occurs from March through June, with peak out-migration during April and May (Johnson, 2006, personal communication).

Most stocks of winter-run steelhead in Hood Canal (Skokomish, Hamma Hamma, Duckabush, Quilcene/Dabob Bay, and Dosewallips) spawn from mid-February to early June (WDFW, 2002). Information published to date indicates adult spawn timing occurs from mid-February to early June (NMFS, 2005a; Hard et al., 2007) (Table 3.15).

Summer-run

Information regarding the timing of juvenile out-migration for summer-run steelhead in Hood Canal is not currently available. Spawn timing of summer-run steelhead in Hood Canal is not fully understood; however, spawning is believed to occur from February through April (WDFW 2002).

TABLE 3.15 MIGRATION, SPAWNING PERIOD, AND PEAK WINTER-RUN STOCKS OF PUGET SOUND STEELHEAD

STOCK	TIME PERIOD DETECTED IN HOOD CANAL [1]	SPAWN TIME PERIOD [2]	PEAK SPAWNING
Tahuya winter-run	January through June	Early March to early June	May
Skokomish winter-run	January through mid-July	Mid-February to mid-June	May
Dewatto winter-run	January through June	Mid-February to early June	May
Union winter-run	Not identified	Mid-February to early June	Unknown
Hamma Hamma winter-run	Not identified	Mid-February to early June	Unknown
Duckabush winter-run	Not identified	Mid-February to early June	Unknown
Quilcene/Dabob Bay winter-run	Not identified	Mid-February to early June	Unknown
Dosewallips winter-run	Not identified	Mid-February to early June	Unknown

Source: Busby et al., 1996; WDFW, 2002.
1. Time period detected in Hood Canal, reported in Busby et al. (1996).
2. Spawning time reported in WDFW (2002).

Bull Trout

Status and Management

Currently, all populations of bull trout in the lower 48 states are listed as threatened under the ESA. Bull trout are in the char subgroup of salmonids and have both resident and migratory life histories (64 FR 58910). The Coastal-Puget Sound bull trout DPS reportedly contains the only occurrence of anadromous bull trout in the contiguous United States (64 FR 58912); Hood Canal is one of five geographically distinct regions within this DPS. All Hood Canal bull trout originate in the Skokomish River (WDFW, 2004).

In May 2004, the USFWS released the Draft Recovery Plan for the Coastal-Puget Sound DPS of bull trout. The EHW-1 Pile Replacement Project area is located within the Olympic Peninsula Management Unit which includes six core areas important for recovery. A “core area” represents a combination of both suitable habitat as well as a demographically dependent grouping of one or more local populations. Specifically, core areas consist of core habitat that could supply all the necessary elements for every life stage of bull trout (e.g., spawning, rearing, migration, overwintering, foraging) and have one or more populations of bull trout.

Critical Habitat

Critical habitat was initially designated for bull trout on 26 September 2005 (70 FR 56212). On 18 October 2010 the critical habitat for bull trout was updated, including the addition of nearshore areas of Hood Canal south of the project area (75 FR 63898). The geographic boundaries of both the original and the updated designations do not overlap with the project area (Figure 3-10). Therefore, there is no designated critical habitat in the project area

Distribution, Behavior, and Ecology

Bull trout within the Olympic Peninsula Management Unit exhibit all known migratory life history forms of this species, including fluvial (fish that migrate from tributaries to larger rivers to mature), adfluvial (fish that migrate from tributaries to lakes or reservoirs to mature), and anadromous (fish that migrate to the ocean to grow and live as an adult and return to freshwater to spawn). Additional bull trout surveys may document resident life forms (non-migratory fish, living in tributaries for their entire lives) as well, which are not yet documented on the Olympic Peninsula.

Bull trout are known to occur within many of the drainages within the greater Puget Sound area including the Skokomish River in Hood Canal, but are not known to occur in any tributary systems at NBK at Bangor (DoN, 2008). Bull trout require snow-fed glacial streams and since there are none on the Kitsap Peninsula they would not be expected in any streams at NBK at Bangor or in any other streams on the Kitsap Peninsula. Therefore their occurrence in the study area is limited to the marine waters.

The Skokomish River basin (located at the extreme south end of Hood Canal) is made up of three distinct bull trout stocks. Very little information exists regarding the life history of this stock, as well as no harvest, escapement, or run-size data (SAIC, 2001). Bull trout prey upon sand lance, surf smelt, and herring, as well as other species. Sand lance are known to spawn at and near Floral Point, so it is possible that a foraging bull trout may be present along the nearshore areas of NBK at Bangor to take advantage of this food source. Due to the distance between Floral Point and the Skokomish River (over 64 kilometers [40 miles]), bull trout occurrence at NBK at Bangor and within the project area is anticipated to be occasional and rare, if it occurs at all (DoN, 2004; DoN, 2005).

Bull trout in the Skokomish River system are believed to spawn from mid-September to December (WDFW, 2004). Although Hood Canal bull trout likely migrate through the Bangor

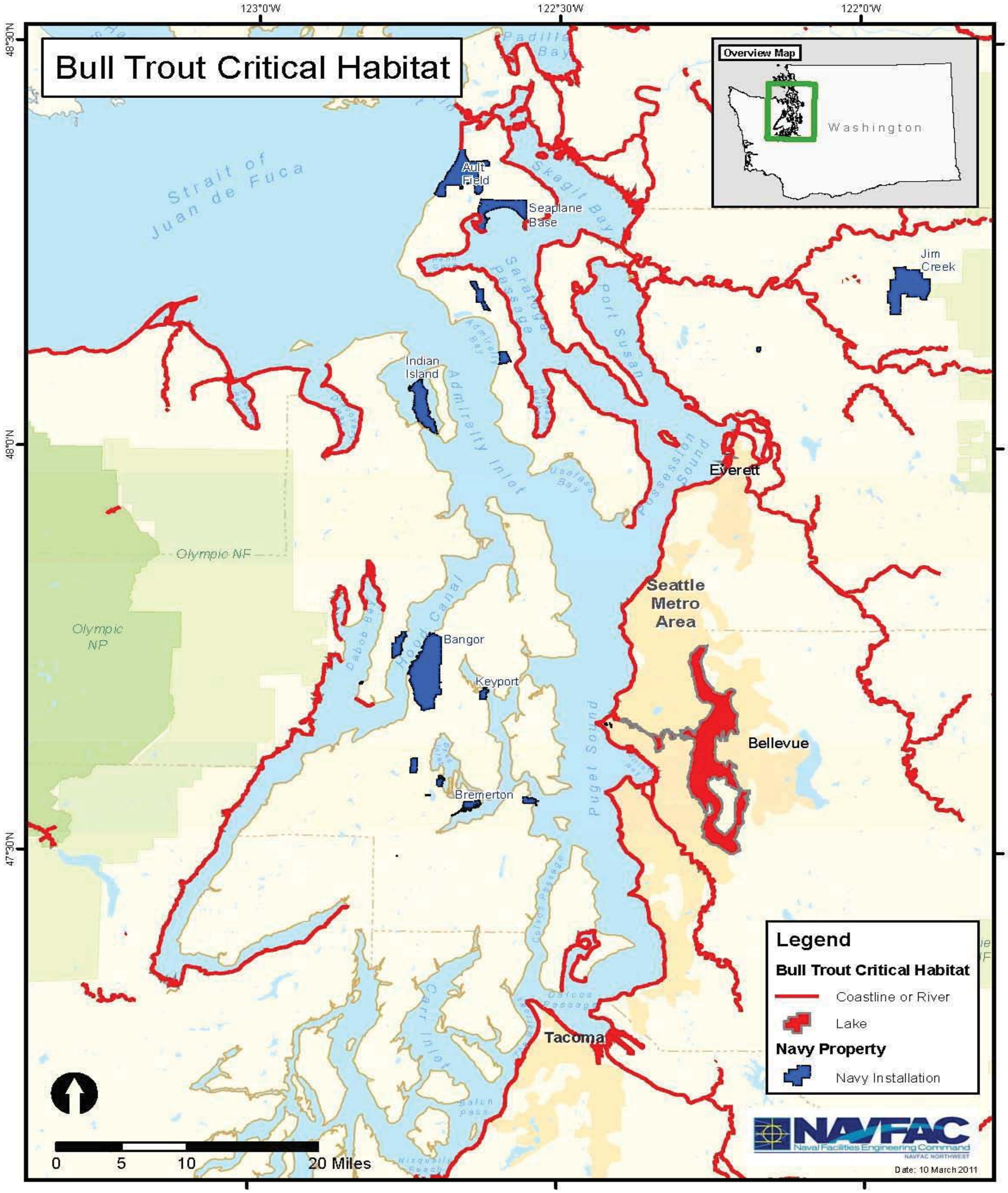


Figure 3-10 Critical habitat designated for bull trout in Puget Sound

waterfront at NBK, neither historic nor recent juvenile fish surveys (using beach and lampara seines and tow nets) have captured bull trout (Schreiner et al., 1977; Salo et al., 1980; Bax, 1983; SAIC, 2006; Bhuthimethee et al., 2009). For the species as a whole, emergence of fry generally occurs from early April to May (64 FR 59810). Not enough is known to specify the duration of juvenile out-migration specifically for Hood Canal (WDFW, 2004).

Bocaccio

Status and Management

The Puget Sound/Georgia Basin bocaccio DPS was listed as endangered throughout all of their range on April 28, 2010 (75 FR 22276). The designation area of Puget Sound/Georgia Basin encompasses the inland marine waters east of the central Strait of Juan de Fuca and south of the northern Strait of Georgia.

Critical Habitat

Critical habitat has not been designated for this species.

Distribution, Behavior, and Ecology

Bocaccio (*Sebastes paucispinis*) range from Punta Blanca, Baja California, to the Gulf of Alaska, Alaska (Love et al. 2002). They are believed to have commonly occurred along steep walls in most of Puget Sound prior to fishery exploitations, although they are currently very rare in these Puget Sound habitats (Love et al. 2002). Little is known about the habitat requirements of most rockfishes despite the years of research already performed. Even less is known about bocaccio in Puget Sound (Drake et al. 2008; Palsson et al. 2009). Much of the information presented below on bocaccio life history and habitat use is derived from other areas where bocaccio occur.

Adult bocaccio inhabit waters from approximately 40 - 1,570 ft (12-479 m), but are most common at depths of 160-820 ft (49-250 m) (i.e., greater than the project depth). Although bocaccio are typically associated with hard substrate, they may wander into mud flats presumably because they can be located as much as 98 ft (30 m) off the bottom.

General life history information for bocaccio is provided in Table 3.16. They mature at four years of age with 100 percent maturity occurring at 22 inches (56 cm) (three years) for males and 24 inches (61 cm) (eight years) for females (Wyllie Echeverria 1987). Bocaccio can live up to 50 years, growing to 36 inches (91 cm) in size (Palsson et al. 2009). Young bocaccio are preyed upon by least terns, lingcod, other rockfish, Chinook salmon, and harbor seals (Love et al. 2002).

Bocaccio release larvae in January, continuing through April off the coast of Washington. Larval and pelagic juvenile bocaccio drift into the nearshore, near the water surface, associated with drifting kelp mats (Love et al. 2002).

Young bocaccio settle the nearshore environment at three to four months of age (~1.5 inches [4 cm] in size), where the species prefer shallow waters over algae-covered rocks, or in sandy areas where eelgrass beds or drift algae are present (Love et al. 1991; Love et al. 2002). As juveniles, bocaccio rockfish inhabit relatively shallow water, compared to adults, and are often found in large schools (Eschemeyer et al. 1983).

As bocaccio grow older, they move into deeper waters with adults found over high relief boulder fields and rocks. They can occur well off the bottom (over 100 ft [30 m] above the substrata) or as deep as 900 ft [274 m] (Love et al. 2002).

Larval fish feed upon microplankton, but juveniles are more opportunistic feeders (e.g., fish larvae, copepods, krill) (Love et al. 2002; Phillips 1964; Sumida and Moser 1984). Larger juveniles and adults feed upon other rockfishes, hake, sablefish, northern anchovies, lanternfish, and squid (Phillips 1964; Eschemeyer et al. 1983; Sumida and Moser 1984).

The diet of adult bocaccio consists entirely of other fishes, whereas juveniles consume both smaller fishes and zooplankton. In Puget Sound, most bocaccio are reportedly found near Point Defiance and Tacoma Narrows. Bocaccio have always been rare in northern Puget Sound. An approximate estimate of bocaccio abundance in Puget Sound Proper (Whidbey Island and south, including the project area) was only 100 individuals during the 1980s (74 FR 18516).

TABLE 3.16 GENERAL LIFE HISTORY OF BOCACCIO OF THE NORTHEAST PACIFIC OCEAN

	Larvae	**Pelagic Juvenile**	**Settling Juvenile to Sub-adult**	**Mature Adult**
Age	0	~1 month	3.5–5.5 months	3–4 years
Size (inches)	0.16–0.2	0.6–1.2	1.5	24
Habitat	pelagic	near water surface; associated with drifting kelp	shallow, over algae covered rocks or sand areas with eelgrass or drift algae; move to deeper water as they age; juvenile seen recruiting to oil platforms in central and southern California	deep water (typically seen at 165–825 feet but as deep as 1,578 feet), over high relief boulder fields and rocks; can be found 100+ feet over substrata; sometimes in caves and crevices
Time period	Dec–April		Feb–Aug, peak May–July	
Diet	microplankton	opportunistic feeder: fish larvae, zooplankton	opportunistic feeder: fish larvae, zooplankton	rockfishes, hake sablefish, northern anchovies, lanternfish, and squid

Source: Phillips, 1964; Matarese et al., 1989; Love et al., 2002.

Bocaccio have never been observed during WDFW bottom trawl, video, or dive surveys in Puget Sound (Moulton and Miller 1987; Palsson et al. 2009). However, Palsson et al. (2009) investigated historic fish catch records and reported only two known instances of bocaccio captures in Hood Canal. Note that recreational fishing records reflect observed frequencies, not observed densities. Although there have been no confirmed observations of bocaccio in Puget Sound for approximately seven years (74 FR 18516), Drake et al. (2008) concluded that it is likely that bocaccio occur in low abundances. Based on available information, bocaccio have the potential to occur within the action area.

Canary Rockfish

Status and Management

On April 28, 2010 the Puget Sound/Georgia Basin canary rockfish DPS was listed as threatened under the ESA (75 FR 22276) throughout all of their range. This designation encompasses the inland marine waters east of the central Strait of Juan de Fuca and south of the northern Strait of Georgia.

Critical Habitat

Critical habitat has not been designated for this species.

Distribution, Behavior, and Ecology

Canary rockfish (*Sebastes pinniger*) range from Punta Blanca, Baja California, to the Shelikof Strait of Alaska, and are abundant from British Columbia to central California. Canary rockfish were once considered fairly common in the greater Puget Sound area (Holmberg et al., 1967; Kincaid, 1919). These deepwater species most likely occur in north and south basins to South Sound (Palsson et al. 2009); however, little is known about their habitat requirements and occurrence in the waters in the project area vicinity (Drake et al., 2008; Palsson et al., 2008). Much of the information presented below on canary rockfish life history and habitat use is derived from research from other areas where canary rockfish are more abundant.

Adult canary rockfish can live to be 84 years old and have been measured at 30 inches (76 cm) at size (Palsson et al 2009). Canary rockfish have been recorded to reach maturity at seven to nine years old (16 to 18 inches [41-46 cm]) in females and seven to twelve years (16 inches [41 cm]) in males (Palsson et al. 2009; Love et al. 2002).

General life history information for canary rockfish is provided in Table 3.17. Adults release larvae (0.1 to 0.2 inch [0.25-.051 cm) between September and March, with peaks in December and January off the Oregon and Washington coasts (Wyllie Echeverria 1987). Larvae and pelagic juveniles (0.5 to 0.8 inch [1.27-2.03 cm]) are found in the upper 330 ft (101 m) of the water column from January until about March when they start to move into intertidal areas (tide pools, rocky reefs, kelp beds, cobble areas), although some juveniles remain pelagic in much deeper water until July (Love et al. 2002). Juveniles may occupy rock-sand interfaces near 50-65 ft (15-20 m) during the day and then move to sandy areas at night.

Diets of juveniles consist of open water and benthic prey, including copepods, amphipods, and krill eggs and larvae. Juvenile canary rockfish emerge to become long and thin-bodied with large heads, growing into adult fish that are primarily orange on a white background (Phillips 1964; Love et al. 2002).

Adults and sub-adults feed on krill, gelatinous zooplankton, small lanternfishes, anchovies, sanddabs, and adult shortbelly rockfish (Phillips 1964). Some juvenile canary rockfish predators include marine birds and mammals, lingcod, other rockfish, Chinook salmon, and other fishes (Love et al. 2002).

Adult canary rockfish typically inhabit waters from 160-820 ft (49-250 m), but some may occur at 1,400 ft (427 m) (i.e., greater than the project depth). Larger fish tend to occur in deeper water. Although canary rockfish are sedentary, some have been reported to migrate 435 miles (700 km) over several years.

Canary rockfish were once considered fairly common in the greater Puget Sound area. An approximate estimate of canary rockfish abundance in Puget Sound Proper was only 300 individuals during the 1980s (74 FR 18516). Drake et al. (2008) concluded that canary rockfish occur in low and decreasing abundances in Puget Sound. Based on available information, canary rockfish have the potential to occur within the action area.

TABLE 3.17 GENERAL LIFE HISTORY OF CANARY ROCKFISH OF THE NORTHEAST PACIFIC OCEAN

	LARVAE	PELAGIC JUVENILE	SETTLING JUVENILE TO SUB-ADULT	MATURE ADULT
Age	0	1–3 month	3–4 month	7–9 years (female), 7–12 years (male) in Oregon
Size (inches)	0.1–0.2	0.5–0.8		16–20 (female), 16–17 (male)
Habitat	upper 330 feet of water column, pelagic	upper 330 feet of water column, associated with drifting kelp	intertidal tide pools and kelp beds, move to deeper water as they age	deep water (typically 264–660 feet), aggregate around pinnacles and high-relief rock with substantial current, sometimes over flat rock and mixed mud-boulder habitat near the ocean bottom
Time period	Nov–Feb, peak in Jan–Feb		April-July	
Diet	microplankton	opportunistic feeder: fish larvae, zooplankton	opportunistic feeder with open water or benthic prey: fish larvae, copepod, amphipod, krill egg and larvae	krill, gelatinous zooplankton, shortbelly rockfish, anchovy, lanternfish, and sanddab

Source: Phillips, 1964; Matarese et al., 1989; and Love et al., 2002.

Yelloweye Rockfish

Status and Management

The Puget Sound/Georgia Basin yelloweye rockfish DPS has been listed as threatened under the ESA (75 FR 22276) throughout all of their range on April 28, 2010. The designation area of Puget Sound/Georgia Basin encompasses the inland marine waters east of the central Strait of Juan de Fuca and south of the northern Strait of Georgia.

Critical Habitat

Critical habitat has not been designated for this species.

Distribution, Behavior, and Ecology

Yelloweye rockfish are found from Ensenada, Baja California, to the Aleutian Islands in Alaska. They are abundant from southeast Alaska to central California. Yelloweye rockfish are more common in northern Puget Sound compared with southern Puget Sound, presumably because a higher abundance of rocky habitat is available in northern Puget Sound. An approximate estimate of yelloweye rockfish abundance in Puget Sound Proper was only 1,200 individuals during the 1980s (74 FR 18516). Hood Canal has the greatest frequency of yelloweye rockfish observed in both trawl and scuba surveys conducted by WDFW (Palsson et al. 2009).

Yelloweye rockfish is a deep-water species that is relatively sedentary living in association with high relief rocky habitats and often near steep slopes (Palsson et al 2009; Love et al. 2002; Wang 2005). Yelloweyes move into deeper water as they grow into adults, continuing to associate with caves and crevices and spending large amounts of time lying on the substratum, sometimes at the base of rocky pinnacles and boulder fields (Love et al. 2002).

General life history information for yelloweye rockfish is provided in Table 3.18. Yelloweye become mature at 19-22 years of age, growing up to 91 cm in size. The mean maximum age is 118 years of age (Palsson et al. 2009). Yelloweye release larvae from April to September with a hiatus in June and July (Palsson et al. 2009). Larvae and juveniles remain pelagic for up to two months, settling to shallow, high relief zones, crevices, and sponge gardens (Love et al. 2002).

Yelloweye larvae and juveniles are opportunistic feeders, preying upon fish larvae, copepods, amphipods, krill eggs, and larvae. Adult diets consist of rockfishes, herring, sand lance, flatfishes, shrimps, crabs, and lingcod eggs (Love et al. 2002). In South Sound, yelloweye rockfish are known to feed on fish, especially walleye pollock (*Theragra chalcogramma*), cottids, poachers, and Pacific cod (*Gadus macrocephalus*) (Washington et al., 1978).

Adult yelloweye rockfish inhabit waters from 80-1,560 ft (24-476 m), but they are most common at depths of 300-590 ft (91-180 m) (i.e., greater than the project depth). They are typically solitary, but sometimes form aggregations near rocky substrate. Juveniles occur in shallower waters compared with larger adults. Approximately 50% of the fish reach maturity at age six (~16 inches [41 cm]). Their home range is typically relatively small, but adult rockfish have the potential to move long distances. While it is known that yelloweye rockfish occur in Hood Canal, it is unknown to what extent they occur within the immediate vicinity of NBK at Bangor.

TABLE 3.18 GENERAL LIFE HISTORY OF YELLOW EYE ROCKFISH OF THE NORTHEAST PACIFIC OCEAN

	Larvae	Pelagic Juvenile	Settling Juvenile to Sub-adult	Mature Adult
Age	0	1–2 month	2 month	19–22 years
Size (inch)	0.16–0.2	0.2–1	1	18–18.4 (female), 18–21.6 (male)
Habitat	> 48 feet; pelagic	> 48 feet; pelagic	shallow, high relief zones, crevices, and sponge gardens; move to deeper water as they mature	deep water (typically seen at 300–600 feet, but as deep as 1,800 feet), associated with caves and crevices, lying on the substratum; sometimes at the base of rocky pinnacles and boulder fields; all life stages seen around oil platforms in southern California
Time period	Apr–Aug, peak around May–Jun		about 2 months after release	
Diet	microplankton	opportunistic feeder: fish larvae, zooplankton	opportunistic feeder: fish larvae, copepods, amphipods, krill egg and larvae	rockfish, herring, sand lance, flatfish, shrimp, crab, and lingcod egg

Source: Matarese et al., 1989; Love et al., 2002.

Green Sturgeon

Status and Management

The southern DPS of green sturgeon (*Acipenser medirostris*) was listed as threatened on April 7, 2006 (71 FR 17757).

Critical Habitat

On October 9, 2009 NMFS designated critical habitat for the green sturgeon (74 FR 52300). There is no critical habitat established within the vicinity of Hood Canal or NBK at Bangor for green sturgeon.

Distribution, Behavior, and Ecology

Green sturgeon are the most broadly distributed, wide-ranging, and most marine-oriented species of the sturgeon family. The green sturgeon is anadromous and it ranges from Baja California to at least Alaska in marine waters, and is observed in bays and estuaries up and down the west coast of North America (Moyle et al., 1995). The actual historical and current distribution of where this species spawns is unclear because green sturgeon make non-spawning movements into coastal lagoons and bays in the late summer to fall, and because their original spawning distribution may have been reduced due to harvest and other anthropogenic effects (Adams et al., in press). Green sturgeon spawn in the Rogue River, Klamath River Basin, the Sacramento River, and possibly in a few other tributaries along the West Coast. Green sturgeon are not known to spawn in Washington rivers but they may occur in Puget Sound and its estuaries (Adams et al., 2007). A number of green sturgeon were found stranded in mudflat pools of Port Susan as the tide receded in spring 2009.

Green sturgeon congregate in coastal bays and estuaries in late summer and early fall, with particularly large concentrations in the Columbia River Estuary, Willapa Bay, and Grays Harbor. Sturgeon live near bottom substrate where they consume benthic prey, including shrimp, mollusks, amphipods, and small fishes (Moyle et al., 1992). In Puget Sound, sturgeon likely use Admiralty Inlet as a migration corridor as they move to and from Puget Sound estuaries. Low harvests of green sturgeon in Puget Sound suggest they are less abundant there compared with coastal estuaries. Based on available information, green sturgeon are not likely to occur in the project area.

Pacific Eulachon/Smelt

Status and Management

In March 2010, NMFS listed the southern DPS of Pacific eulachon (*Thaleichthys pacificus*) as threatened (75 FR 13012). Most spawning runs within the eulachon range have declined in the past 20 years, especially since the mid-1990s (74 FR 10857). The primary factor responsible for the decline of the southern DPS is climate change and its effects on ocean conditions and freshwater hydrology and other environmental factors. Directed commercial fishing for eulachon was identified as a low to moderate threat, whereas bycatch in other commercial fisheries (e.g., shrimp) was a moderate threat to the species. Dams and water diversions are considered moderate threats as well. Although eulachon catch harvests have been limited in response to population declines, these existing regulatory mechanisms may be inadequate to recover stocks (74 FR 10857).

Critical Habitat

Critical habitat was recently proposed for Pacific eulachon on 05 January 2011 (76 FR 515). The proposed listing does not include any marine waters of Puget Sound or tributaries to Puget Sound. Therefore, there is no designated critical habitat for Pacific eulachon in the project area.

Distribution, Behavior, and Ecology

Eulachon are anadromous fish, spawning in freshwater systems and spending their juvenile and adult lives in marine waters. Eulachon are important ecologically, providing a food source for a wide variety of organisms, such as birds, marine mammals, and fish in both marine and freshwater ecosystems (WDFW, 2001).

Although eulachon range from northern California to western Alaska, the southern DPS of eulachon consists of populations spawning in rivers south of the Nass River in British Columbia, Canada, to and including, the Mad River in California (74 FR 10857). The major production areas include the Columbia and Fraser Rivers and may have historically included the Klamath River. Historically, the Columbia River supported approximately 50 percent of the total population abundance. However, commercial harvests of eulachon in the Columbia River declined from approximately 500 metric tons during 1915-1992 to less than five metric tons in 2005-2008. The Fraser River population also declined sharply. Canada is presently reviewing the status of eulachon in British Columbia to determine whether it deserves protection under its Species at Rick Act (SARA).

Eulachon typically spend three to five years in nearshore marine waters up to 1,000 ft (300 m) in depth, except for the brief spawning runs into their natal (birth) streams from late winter through early summer. Eulachon adults return to freshwater to spawn at three to five years of age and most eulachon die after spawning; however, some eulachon have the ability to spawn repeatedly (WDFW, 2001).

Eulachon occur infrequently in coastal rivers and tributaries to Puget Sound, Washington. Eulachon presence in Hood Canal is rare. NMFS (2010) reported no historical catch records of eulachon in Hood Canal; however, very low numbers of eulachon were caught in the NBK at Bangor shoreline surveys from 2005 through 2008. Based on available information, Pacific eulachon may occur in the project area.

3.8.1.3 Non-ESA Listed Fish

Pacific Herring

Pacific herring (*Clupea pallasii*) are small schooling fish distributed along the Pacific Coast from Baja California, Mexico, to the Bering Sea and northeast to the Beaufort Sea, Alaska. Adult herring feed primarily on planktonic crustaceans, and juveniles demonstrate a preference for crab and shrimp larvae. Herring are also an important food resource for other species in Puget Sound waters. The majority of herring spawning in Washington State waters occurs annually from late January through early April (Bargmann, 1998). Herring deposit their transparent eggs on intertidal and shallow subtidal eelgrass and marine algae. Although large spawning areas are found elsewhere in Hood Canal (Stick and Lindquist, 2009), there are no documented herring spawning grounds at NBK at Bangor. Based on recent surveys, Pacific herring have been detected in small numbers during late winter months and larger numbers in early summer months at NBK at Bangor (SAIC, 2006; Bhuthimethee et al., 2009). During the 2005 and 2006 beach seine surveys, Pacific herring represented 73 percent of all forage fish captured (SAIC, 2006). However, no herring were captured near the project area.

Surf Smelt

Surf smelt (*Hypomesus pretiosus*) are small schooling fish distributed along the Pacific Coast from Long Beach, California, to Chignik Lagoon, Alaska and are most abundant at NBK at Bangor in late spring through summer (SAIC, 2006; Bhuthimethee et al., 2009). During the 2005 through 2006 beach seine surveys, surf smelt were second in abundance for all forage fish captured (20 percent of the forage fish catch) (SAIC, 2006). Adult surf smelt feed primarily on planktonic organisms and have shown a preference for euphausiids (krill). As with herring, these fish are an important component in Puget Sound, both as a food resource in the marine food web and as part of the commercial fishing industry. In surveys conducted from May 1996 through June 1997, Penttila (1997) found no surf smelt spawning grounds at NBK at Bangor; however, juvenile surf smelt have been found to rear in nearshore waters (Bargmann, 1998) and were detected along the shoreline near the EHW-1 Pile Replacement Project area from January through the mid-summer months (SAIC, 2006; Bhuthimethee et al., 2009). Although previous surveys have not indicated the presence of spawning grounds near the EHW-1 Pile Replacement Project area, surf smelt are believed to spawn throughout the year in Hood Canal, with the heaviest spawn occurring from mid-October through December. It is expected that surf smelt will be present in the project area year round; however, they will most likely be present in larger abundances during the peak spawning time.

Pacific Sand Lance

The Pacific sand lance (*Ammodytes hexapterus*), another small schooling fish, occurs throughout the coastal northern Pacific Ocean between the Sea of Japan and southern California, across Arctic Canada, and throughout the Puget Sound region. All life stages of sand lance feed on planktonic organisms, primarily crustaceans, with juveniles showing a preference for copepods. As with other forage fish, the Pacific sand lance is an important part of the trophic link between zooplankton and larger predators in local marine food webs. Bargmann (1998) indicates that 35 percent of all juvenile salmon diets and 60 percent of the juvenile Chinook diet, in particular, are sand lance. Other regionally important species (such as Pacific cod, Pacific hake, and dogfish) feed heavily on juvenile and adult sand lance.

Pacific sand lance are the third most abundant forage fish at NBK at Bangor comprising seven percent of the forage fish catch (SAIC, 2006). Excellent documented spawning substrate and nearly pristine backshore (Long et al., 2005) in the vicinity justifies conservation efforts to preserve spawning habitat.

Sand lance spawning activity occurs annually from early November through mid-February. Sand lance deposit eggs on a range of nearshore substrates, from soft, pure, fine sand beaches to beaches armored with gravel up to 1.2 inches (3 cm) in diameter; however, most spawning appears to occur on the finer-grained substrates (Bargmann, 1998). Spawning occurs at tidal elevations ranging from 5 ft (1.5 m) above to about the mean higher high water (MHHW) line. Similar to juvenile surf smelt, juvenile sand lance have been detected near the project area from January through the mid-summer months (SAIC, 2006; Bhuthimethee et al., 2009) (Figure 3-11). Most of these juveniles were captured in sheltered cove-like areas of the nearshore and were in schools mixed with surf smelt and larval sand lance. Adult, juvenile, and larval sand lance are expected to be present in the project area throughout the year.

3.8.2 Environmental Consequences

3.8.2.1 No Action Alternative

Under the No Action Alternative the EHW-1 Pile Replacement Project would not be conducted. Baseline conditions, as described above, for fish would remain unchanged. Therefore, there would be no significant impacts to fish from implementation of the No Action Alternative.

3.8.2.2 Proposed Action

The evaluation of impacts to marine fish and their habitat considers whether the species is listed under the ESA, the species has important fishery value as a commercial or recreational resource (including EFH protected under the MSFCMA), a specific group has particular sensitivity to the

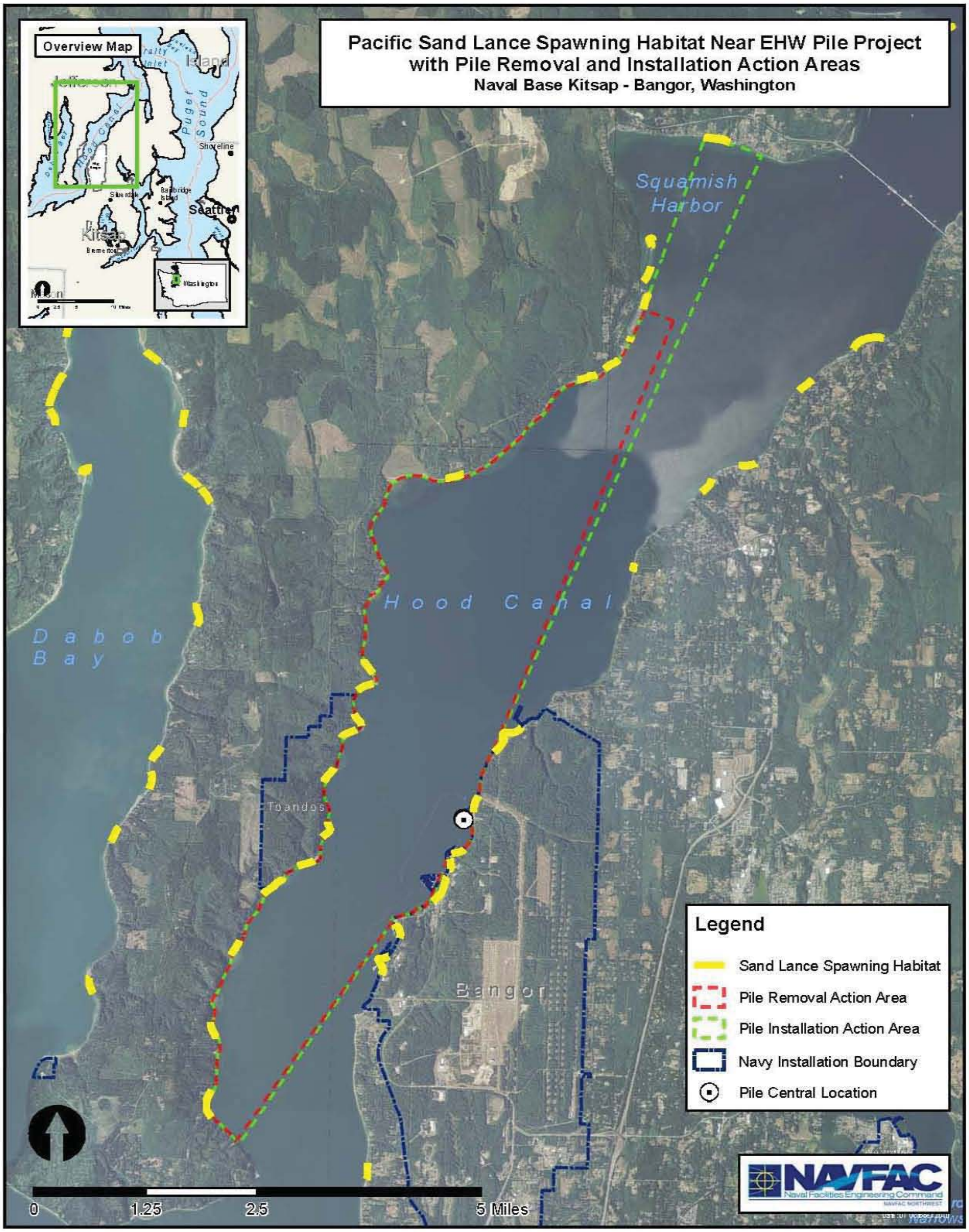


Figure 3-11 Pacific Sand Lance Spawning Habitat

stressors of the proposed action, and/or a substantial or important component of the species' habitat would be lost under the EHW-1 Pile Replacement Project.

Marine habitats used by fish species that occur along the Bangor waterfront at NBK include offshore (deeper) habitat, nearshore habitats (intertidal zone and shallow subtidal zone), submerged aquatic vegetation (eelgrass, kelp, macroalgae), and other habitats, including piles used for structure and cover. The primary impacts to marine fish from the EHW-1 Pile Replacement Project would be related to noise associated with impact and vibratory pile driving and changes in turbidity (a component of water quality) in nearshore habitats. The most important impact to fish associated with pile driving would occur when underwater noise is being generated by impact pile driving, and to a lesser extent, vibratory pile driving, in addition to the removal of piles via vibratory hammer or pneumatic chipping hammer. Pile driving and removal could impact fish and marine habitats in the project area by the generation of underwater sounds that may exceed the thresholds for fish, established for both behavior and injury. Pile driving and removal could also locally increase turbidity and disturb benthic habitats and forage fish in the immediate project vicinity; however, these effects would be expected to be short-term and localized. These potential impacts to fish and habitats are analyzed in detail below.

3.8.2.2.1 Potential Direct Effects of the Proposed Action

Pile Installation and Removal

As described in Section 3.9.2.2.2 (Underwater Noise), pile installation and removal within the project area would result in increased underwater noise. Since many fish use their swim bladders for buoyancy, they are susceptible to rapid expansion/decompression due to peak pressure waves from underwater noises (Hastings and Popper, 2005). At a sufficient level this exposure can be fatal. Recently, underwater noise effects criteria for fish were revised and accepted for in-water projects following a multi-agency agreement that included concurrence from NMFS and the USFWS (FHWG, 2008). The underwater noise thresholds for fish species for behavioral disturbance and the onset of injury are presented in Table 3.19. The Navy evaluated the distance at which pile driving noise would meet or exceed these thresholds, resulting in zones within the water column where behavioral or injurious effects could occur. However, due to the absence of any data from which the density of each fish species could be determine, the Navy was unable to calculate the number or percent of the fish population that may be exposed to these effects within each zone. As a result, the remaining analysis presents the distance(s) from the pile at which these criteria or effects would be experienced by fish and a qualitative assessment of the impacts that these sounds would have on the behavior and physiology of these animals.

To reduce the amount of sound energy produced and transmitted through the water from impact hammering, a sound attenuation device (e.g., bubble curtain/wall) will be used during all impact pile driving activities. For impact pile driving, the underwater noise threshold criteria for fish injury from a single pile strike occurs at a sound pressure level of 206 dB peak pressure. This sound level may be exceeded during impact pile driving within a circle centered at the location of the driven pile, out to a distance of approximately 46 ft (14 meters). In order to reduce the amount of sound energy produced and transmitted through the water, the Navy will utilize a sound attenuation device (e.g., bubble curtain/wall) during all impact pile driving activities. A properly functioning sound attenuation device will reduce the initial sound pressure levels by -10 dB resulting in a smaller zone of acoustic injury or disturbance. With the use of a sound attenuation device, the injury zone would be decreased to within a distance of approximately 10 ft (3 m) from the pile.

Alternatively, for piles that require multiple strikes, an accumulated Sound Exposure Level (SEL) threshold is utilized. For this project, an impact hammer could be used on up to five piles (one per day) for approximately 15 minutes each over the duration of the entire project. It is expected that any pile driven using an impact hammer would probably require more than one strike. Therefore, the applicable criteria for injury from impact pile driving to fish would be 187 dB accumulated SEL for a fish greater than or equal to two grams in weight and 183 dB accumulated SEL for fish less than two grams in weight. During pile installation, the area encompassed by these thresholds is a circle centered at the location of the driven pile out to a distance of approximately 131 ft (40 m) and 243 ft (74 m), respectively. These distances were calculated assuming properly functioning sound attenuation device is used (10 dB reduction included for these distances) and that each of the five piles will require 100 strikes with an impact hammer (FHWG, 2008) (Table 3.19 and Figure 3-12). Without the sound attenuation device, these numbers increase to 607 ft (185 m) for fish greater than or equal to two grams and 1,122 ft (342 m) for fish less than two grams.

TABLE 3.19 INTERIM CRITERIA AND DISTANCE TO EFFECT FOR FISH FOR THE INSTALLATION OF STEEL PIPE PILES

Effect	Size of Fish	Criteria	Distance (meters) to Effect for Impact Hammer without Bubble Curtain/Wall	Distance (meters) to Effect for Impact Hammer with Bubble Curtain/Wall	Distance (meters) to Effect for Vibratory Pile Driving without Bubble Curtain/Wall
Onset of injury	All fish	206 dB peak	14	3	N/A
	Fish two grams or greater	187 dB re: 1 μPa^2 sec SEL	185	40	N/A
	Fish less than two grams	183 dB re: 1 μPa^2 sec SEL	342	74	N/A
Behavioral impact[1]	All fish	150 dB rms	7,357	1,585	159

Source: FHWG, 2008

[1] Behavioral criteria was not set forth by the FHWG (2008) so, as a conservative measure, NMFS and USFWS generally use 150 dB rms as the threshold for behavioral effects to ESA-listed fish species (salmon and bull trout) for most biological opinions evaluating pile driving; however, there are currently no research or data to support this threshold.

During pile driving, the associated underwater noise levels would result in behavioral responses, including avoidance of the project area, and would have the potential to cause injury. Average underwater baseline noise levels acquired along the NBK at Bangor waterfront were measured at a level of 114 dB re: 1µPa (Slater, 2009). Sound during impact pile driving would be detected above the average background noise levels at any location in Hood Canal within the vicinity of the project area with a direct acoustic path (e.g., line-of-sight from the driven pile to the receiver location). During pile installation, the 150 dB rms re: 1µPa behavioral threshold would be exceeded within a circle centered at the location of the impact driven pile out to a distance of approximately 1 mile (1,585 meters) (in a direct line-of-sight manner) assuming properly functioning sound attenuation devices are used (10 dB reduction included for this distance). The affected area includes most of the NBK at Bangor waterfront and portions of the Toandos Peninsula shoreline (Figure 3-12). Locations beyond these points would receive reduced noise levels because an interposing land mass would impede propagation of the sound. In the absence of a sound attenuation device, the distance of impact increases to 4.6 miles (7,357 m).

Fish in the project area may display a startle response during initial stages of pile driving, and would likely avoid the immediate project vicinity during pile driving activities. However, field investigations of Puget Sound salmonid behavior, when occurring near pile driving projects (Feist, 1991; Feist et al., 1992), found little evidence that normally nearshore migrating salmonids move further offshore to avoid the general project area. In fact, some studies indicate that construction site behavioral responses, including site avoidance, may be as strongly tied to visual stimuli as to underwater sound (Feist, 1991; Feist et al., 1992; Ruggerone et al., in prep.). Therefore, it could be assumed that while salmonids may alter their normal behavior, including startle response and avoidance of the immediate project area, overall occurrence within most of the 1 mile (1,585 m) disturbance area would not likely change.

To further minimize the underwater noise impacts during pile driving, a vibratory hammer would be used to install all piles, with the impact hammer being limited to use on up to five piles which may require proofing depending upon local geotechnical site condition and would not exceed 15 minutes of impact hammering per pile. When using the vibratory driver method, the distances at which the underwater noise thresholds occur would be reduced to 522 ft (159 m) for behavioral disruption. There are currently no criteria for injury to fish from vibratory pile driving (Table 3.19 and Figure 3-12).

In addition to the installation of the new piles, the project also involves the removal of 42 older steel pipes and 96 concrete piles. The steel piles will be completely removed using a vibratory hammer and the concrete piles will be cut at the mudline using a pneumatic chipping hammer or some other tool capable of cutting through concrete. While removing the steel pipe and concrete piles, the distances at which the underwater noise thresholds would occur from the pile are 328 ft (100 m) and 20 ft (6 m), respectively (Table 3.20 and Table 3.21and Figures 3.13 and 3.14). No sound attenuation devices will be used during the removal of piles.

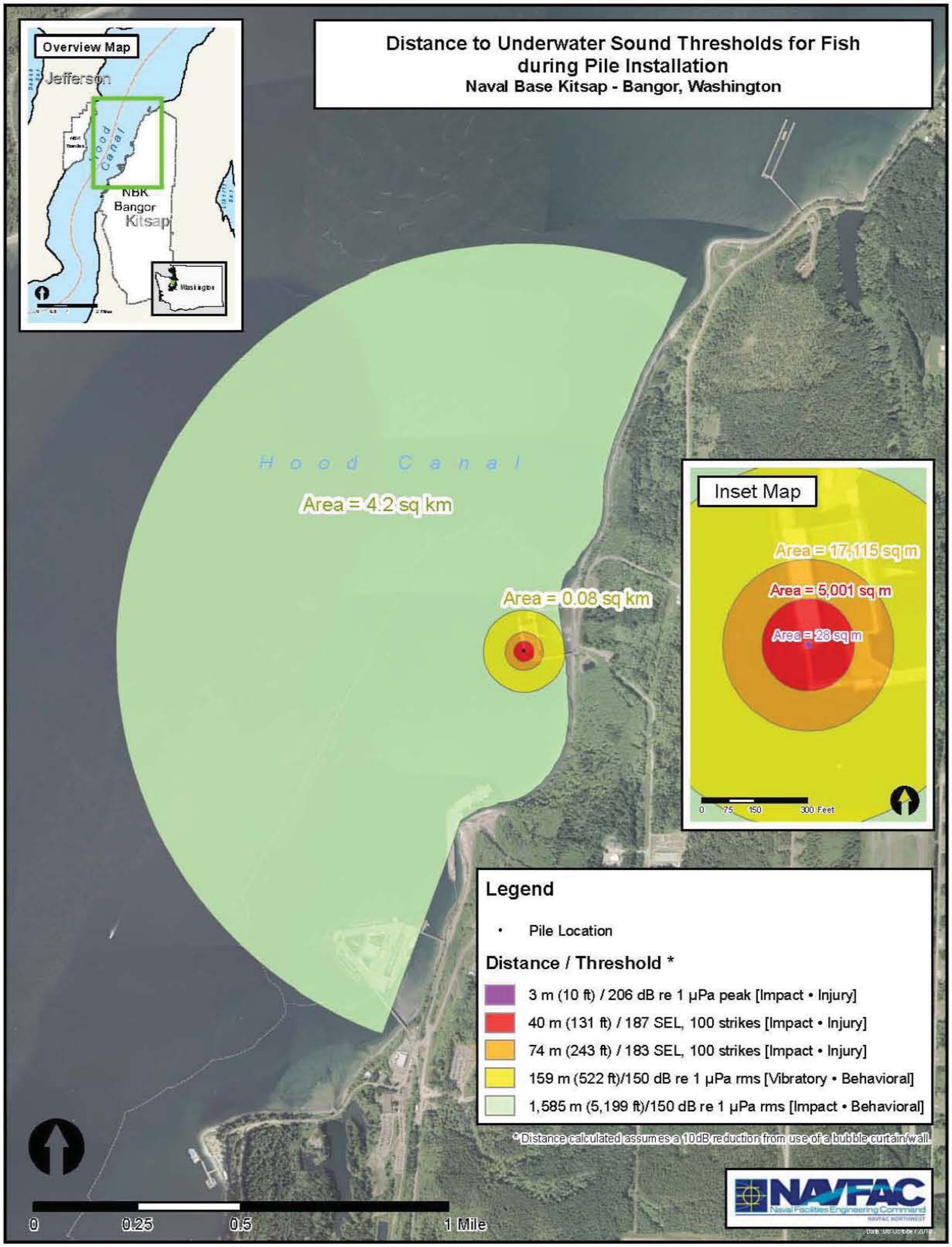


Figure 3-12 Distance(s) to NMFS Underwater Noise Thresholds for Fish from Impact and Vibratory Pile Driving During Pile Installation

TABLE 3.20 INTERIM CRITERIA AND DISTANCE TO EFFECT FOR FISH FOR THE REMOVAL OF STEEL PIPE PILES WITH A VIBRATORY HAMMER

Effect	Size of Fish	Criteria	Distance (meters) to Effect
Behavioral impact[1]	All fish	150 dB rms	100

1 Behavioral criteria was not set forth by the FHWG (2008) so, as a conservative measure, NMFS and USFWS generally use 150 dB rms as the threshold for behavioral effects to ESA-listed fish species (salmon and bull trout) for most biological opinions evaluating pile driving; however, there are currently no research or data to support this threshold.

TABLE 3.21 INTERIM CRITERIA AND DISTANCE TO EFFECT FOR FISH FOR THE REMOVAL OF CONCRETE PILES WITH A CHIPPING HAMMER

Effect	Size of Fish	Criteria	Distance (meters) to Effect
Behavioral impact[1]	All fish	150 dB rms	6

Source: FHWG, 2008

1 Behavioral criteria was not set forth by the FHWG (2008) so, as a conservative measure, NMFS and USFWS generally use 150 dB rms as the threshold for behavioral effects to ESA-listed fish species (salmon and bull trout) for most biological opinions evaluating pile driving; however, there are currently no research or data to support this threshold.

All pile driving and removal activities would be conducted between 16 July and 31 October (impact pile driving only allowable through 30 September) which will reduce the potential impacts to fish, particularly salmonids, as most juvenile salmonids are not present during this time. NBK at Bangor fish surveys in the 1970s and 2005 to 2008 indicate that greater than 95 percent of the juvenile salmonids in this part of Hood Canal occur during the closure period of February 16 through July 15, when in-water work is not allowed (Schreiner et al., 1977; Salo et al., 1980; Bax, 1983; SAIC, 2006; Bhuthimethee et al., 2009).

However, adult salmonids occur in northern Hood Canal waters during the allowable in-water work period of July 16 through February 15. In addition, some juvenile salmonids (as many as five percent of the population) and other fish species including juvenile rockfish may be present and would be impacted by elevated underwater sound during construction activities. To help protect these fish, a soft-start approach using the impact pile driver will be utilized to encourage fish to move away from the immediate project area before pile driving is at its maximum level further reducing the number of fish potentially exposed to harmful levels of underwater sound. Section 4.1.1 contains a detailed description of the soft-start approach.

Figure 3-13 Distance to NMFS Underwater Noise Threshold from Vibratory Pile Driving During Steel Pile Removal

Figure 3-14 Distance to NMFS Underwater Noise Threshold from Utilizing a Chipping Hammer During Concrete Pile Removal

Other Demolition and Construction Activities

Several non-pile driving construction activities will also occur at the project area as part of the EHW-1 Pile Replacement Project. Among them are the removal of the fragmentation barrier and walkway and the installation of cast-in-place concrete pile caps, passive cathodic protection systems, and the new pre-stressed wharf superstructure and related appurtenances. All of these activities will occur above the water and are likely to have similar impacts to all fish species.

The fragmentation barrier and walkway will be removed from the existing piling supports by cutting the concrete into sections (potentially three or four) using a concrete cutting saw. Each section will be lifted from the wharf using a crane and transported to barge. Pre-cast concrete pile caps will be installed on the tops of steel pipe piles which are located directly beneath the structure (see Figure 2-2) and function as a load transfer mechanism between the superstructure and the piles. The passive cathodic protection system is a metallic rod or anode that is attached to a metal object to protect it from corrosion. The anode is composed of more active metal which is more easily oxidized, corroding first and acting as a barrier against corrosion for the object to which it's attached. At the EHW-1 facility, the passive cathodic protection systems will be banded to the steel piles to prevent the metallic surfaces of the wharf from corroding due to the saline conditions in Hood Canal. The superstructure is the pre-stressed concrete deck for the new wharf section. It will be installed using a crane to situation the concrete slab above the piles. It is supported by the caps or sills. Appurtenances are the associated parts of the superstructure that connect the superstructure to the piles. These pieces include all of the components such as bolts, welded metal hangers and fittings, brackets, etc.

All of these construction activities would occur out of the water and would be installed on the tops of the piles or attached to the wharf's superstructure. Each of these activities could involve the generation of low levels of noise from the operation of associated installation machinery (i.e. concrete cutting saw, bolt gun, etc.). While no empirical data exists for these construction activities they are expected to be significantly lower than those estimated for pile installation and removal using an impact/vibratory pile driver or pneumatic chipping hammer. There is a potential that sound could be transmitted from these activities along the length of the piles and enter the water. However, since these activities would be occurring at the top of the pile or on the superstructure, tens of ft above the water, sounds transmitted into the water would be significantly reduced. Therefore, underwater acoustic impacts from these construction operations would be expected to be minimal and are unlikely to result in harassment of any fish species.

3.8.2.2.2 Potential Indirect Effects of the Proposed Action

Water and Sediment Quality

As indicated in Section 3.3, Water Resources, pile installation and removal related impacts to water quality from the EHW-1 Pile Replacement Project would be limited to temporary and localized changes associated with resuspension of bottom sediments. Short-term exposure of fish to suspended sediments may occur as the sediment enters the water column. Factors potentially affecting salmonids and marine fish from temporary increases in turbidity could include damage to gill tissue, physiological stress, reduced foraging efficiency, and avoidance behavior.

The minimal and temporary increases in suspended sediments that could result from this project would not likely result in gill tissue damage to fish. Studies investigating similar potential impacts to fish from larger scale sediment dredging operations have shown that increased turbidity levels from these activities were insufficient to cause gill damage in salmonids (Redding et al. 1987; Servizi and Martens 1987). Suspended sediments in high concentrations (500 to 2,000 mg/L of suspended sediment) have been shown to cause physical stress in salmonids (Redding et al. 1987; Servizi and Martens 1987). Behavioral responses of salmonids to elevated levels of suspended sediment include feeding disruption and changes in migratory behavior (Martin et al. 1977; Salo et al. 1980; Servizi 1988). Salmonid foraging behavior can also be impaired by high concentrations of suspended sediment (Bisson and Bilby 1982; Berg and Northcote 1985; Redding et al. 1987). Behavioral changes include not rising to the surface to feed, reduction in prey location, and avoidance of areas of increased suspended sediment.

Therefore, while some degree of localized, short-term turbidity would be expected during pile driving and removal activities, unconfined salmonids and other marine fish are likely to avoid areas with elevated suspended sediment concentrations (Salo et al. 1980). As such, they would not be expected to experience physiological or behavioral stress from the proposed action. Additionally, a debris curtain/sheeting would be employed to capture debris and sediments during concrete pile removal, further mitigating potential impacts.

As concentrations of organic matter in NBK at Bangor sediments are low, resuspension of these sediments is not expected to alter or depress dissolved oxygen (DO) below levels required by water quality standards. In surveys conducted along the NBK at Bangor waterfront from 2005 to 2006, DO at the waterfront was measured at levels below the standard of 7.0 mg/L, but not below the level considered to have adverse impacts to fish (5 mg/L) (Newton et al., 2002). Such measurements were uncommon and occurred in considerably deeper water (20 to 60 meters [66-197 ft]). These low DO measurements may be due to the low DO levels known for the deeper waters of Hood Canal. The EHW-1 Pile Replacement Project would result in no measurable decrease to existing DO levels at the NBK at Bangor waterfront or in Hood Canal in general. The proposed action would not result in violations of water quality standards for DO nor a local decrease in DO to a level impacting the health of fish and would, therefore, maintain water quality in the vicinity of the project area. However, existing low DO levels in the deeper waters of Hood Canal, particularly during late summer, could drive some deeper water species (e.g., rockfish) up into shallower waters where they may be more likely to be impacted by the proposed action.

The primary potential adverse impact to water quality from pile installation and removal is suspension of bottom sediments and formation of a turbidity plume in near-bottom waters. Resuspended sediments can cause the release of sediment-bound contaminants to near-bottom waters. However, sediments in the project area contain low concentrations of organic carbon (i.e., TOC) and are characterized as uncontaminated (Hart Crowser, 2000; Foster Wheeler Environmental Corps., 2001; DoN, 2005; Hammermeister and Hafner, 2009). Therefore, increases in chemical contaminant concentrations in marine waters as a result of sediment resuspension during pile removal operations would be minor. Because suspended sediment and contaminant concentrations would be low, and exposures would be limited to approximately 67 pile driving days over the duration of the project (14 days for installation, 21 days for steel pile removal, and 32 days for concrete pile removal), localized, acute, or chronic toxicity impacts would not occur.

Although some degree of localized changes in sediment grain size is expected during pile installation and removal activities, due to fine-grained sediments dispersing and settling outside the project area, these impacts to sediment quality would be limited and localized to the general project area. Pile installation and removal activities would not discharge contaminants or otherwise appreciably alter the concentrations of trace metal or organic contaminants in bottom sediments.

Other construction-related impacts to water and sediment quality would include the release of debris from the demolition of the old fragmentation barrier and walkway and the construction of the new wharf, as well as spills of oil, fuel, or other potential harmful materials. To account for the potential issue concerning construction debris, curtains/sheeting would be used to capture the debris during all demolition and construction activities (including concrete pile removal). Once captured, all construction and demolition debris will be loaded onto the barges and removed from the project area. To address potential spill hazards, spill kits will be readily available and personnel (including construction contractor and crew for construction impacts, and base operational personnel for operational impacts) will follow the Spill Management Plan and the Spill Contingency Plan in case an incident occurs. Clean and well-maintained equipment and tools will be used.

Watersheds

The Devil's Hole watershed, the only watershed at NBK at Bangor that drains into Hood Canal and supports returning anadromous salmonids (Bhuthimethee et al., 2009), is located approximately 1 mile (1.9 km) to the south of the project area and would not be impacted by the project. Due to the distance of Devil's Hole and the Cattail Lake (2 miles [3.2 km]) from the project area, there would be no construction-related impacts to the mixing patterns or locations of either of these systems. The nearest freshwater source to these waters is the Hunter's Marsh system, located immediately behind the EHW-1 structure. Due to the strong tides and currents in the project area, combined with a small outflow from the marsh, the waters in the project vicinity are well-mixed, with no habitat that acts as a sub-estuary.

Impacts to Prey Habitat

The EHW-1 Pile Replacement Project may result in localized and temporary changes to the benthic community during pile placement. A conservative estimate of total bottom disturbance from the installation and removal of the piles, which includes the potential to disturb the bottom habitat one meter surrounding each pile is 9,257 ft^2 (860 m^2). During the pile driving period, juvenile salmonids and other fish species may experience loss of available benthic prey at the project area due to the disturbance of pile installation and removal. Additionally, plankton and zooplankton which occupy the water column and are the primary prey of forage fish may be negatively affected by increased sound pressure levels and turbidity from construction activities. However, the area impacted by the proposed action that could be used as possible foraging habitat is relatively small compared to the available habitat in the Hood Canal. Potentially a maximum area of 0.005 acres (based on a 30-inch diameter pile) of foraging habitat may have decreased foraging value as each pile is driven or removed. Any behavioral avoidance by fish of the disturbed area would still leave significantly large areas of fish foraging habitat in the Hood Canal and nearby vicinity.

Forage Fish Community

The nearest forage fish spawning patches to EHW-1 are approximately 745 ft (227 m) to the northeast of the site and 1,800 ft (548 m) so the nearest southern spawning site (Figure 3–11). The temporary increase of suspended solids during pile driving, construction and demolition activities would be expected to remain in the immediate vicinity of the project area and would not adversely impact the spawning success of the nearest forage fish (sand lance) spawning habitat. Forage fish that occur in the immediate project area may be exposed to increased levels of turbidity and underwater noise levels that could injure or disturb fish occurring within the impact threshold zones during the period of pile driving.

Aquatic Vegetation

The aquatic vegetation habitats of principal concern for foraging and refuge are eelgrass (*Zostera* sp.) and kelp (Simenstad et al., 1999; Nightingale and Simenstad, 2001a, b; Redman et al., 2005; PFMC, 2008). Although the two largest eelgrass beds along the NBK at Bangor shoreline occur near Devil's Hole and Cattail Lake, a relatively narrow band of eelgrass occurs along nearly the entire shoreline (Figure 3-5) (Morris et al., 2009). Marine surveys at NBK at Bangor have shown that eelgrass is only present in water down to 20 ft (6 m) MLLW (Garono and Robinson, 2002; Morris et al., 2009). The pile replacement activity will occur in water depths of 55 to 65 ft (15-20 m) relative to mean lower low water (MLLW). Kelp beds, while not directly around the area where the work will occur, are present to the east of the project area within approximately 250 ft (76m) (Figure 3-4). The area within a 150-foot (46 m) radius of the pile driving footprints could have higher levels of turbidity caused by replacing existing piles and the demolition and removal of the fragmentation barrier walkway. Indirect impacts to marine vegetation may result from this turbidity, the placement of the barge anchors and spud, and line drag. Suspended sediments would be expected to redeposit within a few hours and any disturbed marine vegetation would be expected to recover within a couple of growing seasons.

3.8.2.2.3 ESA-Listed Fish

Puget Sound Chinook Salmon

Chinook salmon are one of the least abundant salmonids occurring along the NBK at Bangor waterfront; however, they are not entirely absent. Past surveys have found that Chinook are most frequent along the NBK at Bangor waterfront from late May to early July. Generally, Puget Sound Chinook salmon juveniles emigrate from freshwater natal areas for estuarine and nearshore habitats from January through April as fry, and from April through early July as larger subyearlings. Juvenile Puget Sound Chinook salmon are likely present in the action area during the in-water work window; however, by July juvenile Puget Sound Chinook salmon are sufficiently large enough to no longer orient to the shoreline. As the juveniles increase in size they occupy deeper, offshore waters in search of larger prey. As a result, there is a very low likelihood that individual juvenile Chinook salmon would be in close proximity to project construction activities for long enough periods of time to result in their exposure to harmful SELs or concentrations of suspended sediments. Adults may be present, but they typically travel in deeper waters and would not be in close proximity to project construction activities for long enough periods of time to result in their exposure to harmful SELs or concentrations of suspended sediments. This, in addition to the mitigation measures, would reduce the potential for any adverse impacts.

Hood Canal Summer-run Chum Salmon

Juvenile Hood Canal summer-run chum salmon emigrate from natal rivers as fry from mid-February through April, peaking in late March. Migrating Hood Canal summer-run chum salmon are assumed to progress rapidly northward towards coastal water masses, and are estimated to peak in abundance at the mouth of Hood Canal by the beginning of April. Therefore, juvenile Hood Canal summer-run chum salmon would not be present in the project area during in water work. Adult Hood Canal summer-run chum salmon would instead immigrate through the project area during the in-water work period. However, they typically travel in deeper waters and would not be in close proximity to project construction activities for long enough periods of time to result in their exposure to harmful SELs or concentrations of suspended sediments. This, in addition to the mitigation measures, reduces the potential for any adverse impacts.

Puget Sound Steelhead

Puget Sound steelhead do not occur in large numbers along the NBK at Bangor waterfront. Juvenile steelhead caught in beach seines since June of 2006 were the sixth most abundant of the salmonids captured. Puget Sound steelhead are less likely than other salmonids to use nearshore areas. Typically, Puget Sound steelhead juveniles emigrate from natal rivers as two-year old smolts from March through June, peaking in April and May. In a study conducted in Hood Canal in 2006 and 2007, acoustically tagged steelhead smolts from four Hood Canal rivers emigrated from their respective natal river mouth to the Hood Canal Bridge over an average of 15 to 17 days. By mid-July, most Puget Sound steelhead juveniles from rivers in Hood Canal would have travelled past the Hood Canal Bridge, and would not be present in the project area during in-water work. Adult Puget Sound steelhead would immigrate through the project area during the in-water work period. However, they typically travel in deeper waters and would not be in close proximity to project construction activities for long enough periods of time to result in their exposure to harmful SELs or concentrations of suspended sediments. This, in addition to the mitigation measures, reduces the potential for any adverse impacts.

Bull Trout

Bull trout require snow-fed glacial streams and, since there are none on the Kitsap Peninsula, they would not be expected in any streams on NBK at Bangor nor in any streams on the Kitsap Peninsula. They are present in streams on the Olympia Peninsula, which drains to Hood Canal and, thus, they are present in the marine waters along the western shoreline. They are not known to move as far north as the Toandos Peninsula shoreline due west of NBK at Bangor. Proposed critical habitat ends at the southern tip of Toandos Peninsula. As such, bull trout are not likely to be present in the project area, but the potential that they might be present cannot be completely dismissed because they are present in southern Hood Canal rivers.

Rockfish

Rockfish fertilize their eggs internally and the young are extruded as larvae. Rockfish larvae are pelagic, often found near the surface of open waters, under floating algae, detached seagrass, and kelp. Juvenile bocaccio and canary rockfish settle onto shallow nearshore water in rocky or cobble substrate with or without kelp at three to six months of age, and move to progressively deeper waters as they grow (Love et al., 2002). Juvenile yelloweye rockfish do not occupy intertidal waters (Love et al., 1991) and are very unlikely to be within the project area. Adult yelloweye rockfish, canary rockfish, and bocaccio have been documented in Hood Canal (Washington 1977), and typically occupy waters from 131 to 820 ft (40 to 250 m) (Love et al., 2002).

Adult ESA-listed rockfish may be within the project area during the in-water work window, but are not expected to occur within the 243 foot (74 m) radius of the project where harmful effects may occur. Adult ESA-listed rockfish may be present in deeper waters further offshore outside of the 243 foot radius from the project area where injury could occur, and thus not be exposed to either harmful SELs or harmful concentrations of suspended sediments. Given their life-history, juvenile yelloweye rockfish are not expected to occur in the nearshore of Hood Canal and the project area. If any juvenile and subadult canary rockfish or bocaccio are within the project area, they would be expected to be found near benthic areas with steep slopes, rock, or kelp beds. While all of these habitats are outside of the 243 foot radius where injury could occur, both juvenile and/or subadult canary rockfish and bocaccio are likely to be within the 1 mile (1,585 m) radius of the project where behavioral impacts could occur from exposure to elevated noise, as the closest kelp beds are approximately 394 ft (120 m) away.

Green Sturgeon

Green sturgeon are present in non-natal estuaries (including those in Washington) from June through October, thus the timing of the proposed project overlaps with the time when green sturgeon would most likely be in the Puget Sound estuary. However, their occurrence in Puget Sound remains rare and they are not expected to be present in Hood Canal. Therefore, the rare occurrence of this species in Puget Sound, along with the limited pile installation and removal timeframe (July 16-October 31), makes it unlikely and therefore discountable that they would be exposed to sounds from the project.

Pacific Eulachon/Smelt

Eulachon were thought to be caught in low numbers (six individuals in 2006) along the NBK waterfront in recent forage fish surveys. However, there is currently NMFS uncertainty on the species identification of the fish that were thought to be eulachon. In 2005 no eulachon were identified, in 2006 six were thought to be present, in 2007 there were none identified, and in 2008 two were identified. Assuming that the identifications were correct, their presence in the project area is still rare and would be unexpected during this project. A recent WDFW technical report entitled “Marine Forage Fishes in Puget Sound” presents detailed data on the biology and status and trends of surf smelt and longfin smelt in Puget Sound, but states that “there is virtually no life history information within the Puget Sound Basin” available for eulachon (BRT 2010). Therefore, the rare occurrence of this species in Hood Canal, along with the limited pile installation and removal timeframe (July 16-October 31), makes it unlikely and therefore discountable that they would be exposed to sounds from the project.

3.8.2.2.4 Non-ESA Listed Fish

Marine fish species that are found near the project area and share the same habitats as salmonids would experience project-related impacts from the proposed action similar to those described for salmonids above.

The underwater noise thresholds for fish behavior, adopted by NMFS and USFWS (FHWG, 2008), are presented in Table 3.19. During the allowable in-water work period, some of the most abundant non-salmonid or forage fish species captured in the waters include Pacific herring, surf smelt, juvenile and adult shiner perch, juvenile English sole, gunnels, pricklebacks, sticklebacks, and sculpin (SAIC, 2006). To help protect these fish, a soft-start approach during impact pile driving will be utilized to see if lower initial sound pressure levels will encourage fish to move away from the immediate project area before pile driving is at its maximum level (see Section 4.3), further reducing the number of fish potentially exposed to harmful levels of underwater sound. In attention, sound attenuation devices (bubble curtains/walls) will be used during all periods involving impact hammering to reduce the level of potentially harmful sound being transmitted through the water.

Average underwater baseline noise levels acquired near the NBK at Bangor Marginal Wharf facility, which is near the project area, were measured at a level of 114 dB rms re 1μPa (Slater, 2009). Sound during impact pile driving would be detected above the average background noise levels at any location in Hood Canal with a direct acoustic path (i.e., “line of sight” from the driven pile to the receiver location). To the west of the project area, Toandos Peninsula bounds the extent of sound travel within the construction area; thus, geography would not allow direct sound path propagation south of Brown Point, nor north of Termination Peninsula at the western terminus of Hood Canal Bridge adjacent to Squamish Harbor. Locations beyond these points would receive substantially lower noise levels since there is no direct sound path, and thus no impacts would be observed.

Some fish may avoid or alter their normal behavior if in the project area, particularly closer to pile removal, pile driving, demolition, and construction activities. However, studies have shown that some fish species may habituate to underwater noise (Feist, 1991; Feist et al., 1992; Ruggerone et al., in prep.), and would continue to occur within the behavioral disturbance zone (out to a distance of 1,585 meters [1 mile] for impact pile driving and a distance of 159 meters [522 ft] for vibratory pile driving). In addition to the sound attenuation devices and the use of a soft-start approach, these impacts will be further minimized through the adherence to the in-water work window (16 July October 31 for pile removal and installation and July 16 to 15 February for other construction activities) and the allowable pile driving times (two hours after sunrise to two hours prior to sunset).

3.8.2.2.5 Essential Fish Habitat

The Pacific Fisheries Management Council (PFMC) is responsible for designating essential fish habitat (EFH) for all federally managed species occurring in the coastal and marine waters off the coasts of Washington, Oregon, and California, including the Puget Sound. The PFMC designated EFH for these species within the fishery management plans (FMPs) for each of the four primary fisheries that they manage: Pacific Coast Groundfish, Pacific Coast Salmon, Coastal Pelagic Species, and West Coast Fisheries for Highly Migratory Species (PFMC, 1998a; 2003; 2007; 2008). Of these fisheries, only three (groundfish, salmon, and coastal pelagic species) contain species for which EFH has been designated within Hood Canal or in the vicinity of NBK at Bangor. A summary of the designated EFH within the vicinity of NBK at Bangor and the conclusions regarding potential impacts to EFH are described below.

Groundfish

Pacific coast groundfish species are considered sensitive to over-fishing, the loss of habitat, and water and sediment quality (PFMC, 2008). The groundfish EFH consists of the aquatic habitat necessary to allow for groundfish production to support long-term sustainable fisheries for groundfish and for groundfish contributions to a healthy ecosystem (PFMC, 2008). The PFMC (2008) identifies the overall area designated as groundfish EFH for all species covered in the FMP as all waters and substrate within "depths less than or equal to 3,500 m [~ 11,500 ft] to mean higher high water level (MHHW) or the upriver extent of saltwater intrusion, defined as upstream and landward to where ocean-derived salts measure less than 0.5 ppt during the period of average annual low flow." Furthermore, the PMFC (2008) has also designated EFH for each individual groundfish species by life stage. These designations are contained within Appendix B of the Pacific Groundfish FMP (PFMC, 2008). Using the Pacific Habitat Use Relational Database (HUD) developed by the PFMC, it was determined which groundfish species and life stages have EFH designated within the vicinity of the EHW-1 Pile Replacement Project area. The management unit in the Pacific Coast Groundfish FMP includes 83 groundfish species (PFMC, 2008). Of these, 32 were identified through the analysis of the HUD as having EFH designated in the vicinity of NBK at Bangor. Based on the analysis, the primary habitats designated as EFH for these species include:

- The entire water column, including macrophyte canopies and drift algae;
- Unconsolidated sediments consisting of mud, sand, or mixed mud/sand;
- Hard bottom habitats composed of boulders, bedrock, cobble, gravel, or mixed gravel/cobble;
- Mixed sediments composed of sand and rocks; and
- Vegetated bottoms consisting of algal beds, macrophytes, or rooted vascular plants.

Salmon

The salmon EFH extends from the nearshore and tidal submerged environments within state territorial waters of Washington, Oregon, and California north of Point Conception out to the exclusive economic zone (200 miles) offshore (PFMC, 2003). In addition to the marine and estuarine waters, salmon species have a defined freshwater EFH, which includes all lakes, streams, ponds, rivers, wetlands, and other bodies of water that have been historically accessible to salmon (PFMC, 2003), including the waters of NBK at Bangor. For the Pacific salmon fishery, EFH (which includes Hood Canal), is identified using U.S. Geological Survey (USGS) hydrologic units, as well as habitat association tables and life history descriptions of each life stage (PFMC, 2003). Pacific salmon species EFH is primarily affected by the loss of suitable spawning habitat, barriers to fish migration (habitat access), reduction in water and sediment quality, changes in estuarine hydrology, and decreases in prey food source (PFMC, 2003).

Coastal Pelagic Species

The EFH designations for coastal pelagic species are based on the geographic range and in-water temperatures where these species are present during a particular life stage (PFMC, 1998a). Specific EFH boundaries (i.e., the habitat necessary to provide sufficient fishery production) are based on best available scientific information and described in the Coastal Pelagics Fishery Management Plan (PFMC, 1998b). These boundaries include the waters of NBK at Bangor. Two species identified as coastal pelagic species are known to occur in Hood Canal waters: northern anchovy and market squid (SAIC, 2006; Bhuthimethee et al., 2009). Aside from their value to commercial Pacific fisheries, coastal pelagic species are also recognized for their importance as food for other fish, marine mammals, and birds (63 FR 13833). Coastal pelagic species are considered sensitive to overfishing, the loss of habitat, reduction in water and sediment quality, and changes in marine hydrology, including entrainment through water intakes (PFMC, 1998b).

Habitat Areas of Particular Concern Designations

In addition to designating EFH, the PMFC is also responsible for identifying Habitat Areas of Particular Concern (HAPC) for federally managed species. Out of the four fisheries managed by the PFMC, HAPC have only been identified for groundfish. The four HAPC designated for these species include seagrass, canopy kelp, rocky reef, and estuarine habitats along the Pacific coast, including Puget Sound. Two of these HAPC, estuarine habitats and seagrass, are located within the vicinity of the EHW-1 Pile Replacement Project area.

Impacts to Essential Fish Habitats

The primary impact during the proposed EHW-1 Pile Replacement Project will be the level of increased sound energy in the water. This increased sound will affect the water column, which has been designated as EFH for numerous species, throughout the duration of the pile driving or removal activities. This impact to the water column EFH in turn may result in disturbance, avoidance, injury, and even death to the fish that are present at the time of the activities.. The level of impact is directly proportionate to the distance between the fish and the sound source. The Navy has adopted a number of mitigation measures and operational guidelines to reduce the level of impact pile driving operations will have on marine fish in the vicinity. Because the piles being driven are hollow steel piles, in accordance with the conservation measures set forth by NMFS (2004), the Navy will use a vibratory hammer to drive each pile into the sediment. However, an impact hammer may be required to proof up to five piles. To limit the amount of ensonification of the water resulting from the impact hammering, sound attenuation devices (e.g., bubble curtain/wall) will be utilized during all impact hammering operations to reduce the transmission of the sound through the water column. Furthermore, the use of impact hammers will be limited to 15 minutes per pile. In addition to these measures, all work will be limited to the in-water work window of July 16 through February 15 when juvenile salmon are not typically present within the vicinity of the proposed project area. These measures should greatly reduce the impact of the noise levels as a result of the pile driving activities.

The removal and installation of the piles will have a localized impact on marine vegetation and the benthic epifauna/infauna within the immediate vicinity of each pile or anchoring site. While some disruption to marine vegetation and benthic communities is unavoidable as a result of the replacement of the piles, these impacts will be temporary in duration, with a minimal and localized zone of influence. Areas of disruption are expected to recover to pre-disruption levels within a few growing seasons.

The water column may experience increased sedimentation and turbidity during operational periods. However, due to the relatively low levels of organic contaminants and metals contained within the sediments at NBK at Bangor, there will only be temporary and minimal degradation of the water column, with little to no impact on dissolved oxygen levels in the vicinity of the proposed project area.

Overall, due to the temporary nature of the activities and the minimal level of impact, in light of the proposed mitigation measures and work guidelines for the project, the activities associated with the proposed EHW-1 Pile Replacement Project will likely have no adverse effect on designated EFH within the vicinity of NBK at Bangor and Hood Canal.

3.8.2.2.6 Summary of Effects

Individual fish may be exposed to impacts from construction, demolition, and pile removal/replacement including sound pressure levels during pile driving operations which may result in injury or behavioral disturbance depending on the distance of the fish to sound source. Fish that occur in the immediate project area would be exposed to underwater noise that could injure or disturb fish or their larvae during pile driving activity. Because vibratory pile driving is the primary installation method, the most likely impact to fish from pile driving activities at the project area would be temporary behavioral disturbance. Any fish which are behaviorally disturbed may change their normal behavior patterns (i.e., swimming speed or direction, foraging habits, etc.) or be temporarily displaced from the area of construction. Any exposures would likely have only a minor effect and temporary impact on individuals and would not result in population level impacts. Adherence to mitigation measures and regulatory compliance will likely avoid most potential adverse underwater impacts to fish from pile driving. Nevertheless, some level of impact is unavoidable. Impacts to fish from changes in water quality as a result of pile driving operations are expected to be minor and temporary. Dissolved oxygen levels are not expected to be drop to levels that would result in harm to fish species. Some degree of localized, short term increase in turbidity is expected to occur during installation and removal of the piles. Fish species are expected to avoid areas with elevated suspended sediments or experience minor behavioral effects due to changes in turbidity. Other construction activities associated with installation of the pile caps, appurtenances, passive cathodic system, and new superstructure will occur over the water's surface but are unlikely to produce underwater sounds that will affect fish populations. Debris from these activities will be collected using debris curtains/sheeting and removed from the project area.

Endangered Species Act Conclusions

The following factors allow one to conclude that the numbers of fish exposed to underwater noise, and thus to potential injury and death, will be very small: (1) The activity occurs when few Chinook salmon, steelhead, and Hood Canal summer chum are present, (2) steelhead do not use nearshore habitat in the project area, (3) there are very few juvenile or larval yelloweye rockfish, canary rockfish, and bocaccio anywhere at any time, and (4) the project area is a very small proportion of the total area occupied by the listed fish. Given these considerations, the Navy expects very small numbers of ESA-listed fish species to be present during the in-water work window and fewer of those to be exposed to sound levels that would elicit adverse behavioral or physical responses. A may affect, not likely to adversely affect determination has been made for the Pacific Sound Chinook salmon, Hood Canal Summer-run chum salmon, Puget Sound Steelhead, and bull trout, yelloweye rockfish, canary rockfish, and bocaccio.

In accordance with the ESA, the Navy conducted informal consultations with the NMFS and the USFWS regarding the potential affect of the proposed action on ESA-listed fish species that occur within the vicinity of action area. NBK at Bangor submitted a Biological Evaluation to the NMFS and the USFWS Northwest Regional Offices and initiated consultations regarding the proposed pile replacement work for EHW-1 on 10 February 2010 and 11 February 2010, respectively. Additional information was also provided to the NMFS on 28 April 2010. The Navy requested concurrence with its determination that the proposed action “may affect, not likely to adversely affect” the Puget Sound/Georgia Basin DPSs of yelloweye rockfish, canary rockfish, and bocaccio; Puget Sound Chinook salmon; Puget Sound steelhead; Hood Canal summer-run chum salmon; and bull trout based on its initial assessment. The Navy received concurrence from the USFWS for bull trout on 5 August 2010 and from the NMFS on 14 May 2010 for the remainder of the species that the proposed action “may affect, not likely to adversely affect” ESA-listed fish species, with the caveat that the Navy would reinitiate ESA consultation if new information revealed effects of the actions that may affect listed species or designated critical habitat in a way not previously considered. During the initial consultations when asked about the vicinity of kelp beds to the project area by NMFS due to their importance as nursery habitat for canary rockfish and bocaccio, the Navy stated that, based on the Technical Report 2007-05 on kelp and eelgrass in Puget Sound (Mumford 2007), intertidal and shallow subtidal non-floating kelp species were present, but “patchy”, within line of sight of the proposed project. Following the consultation period, the Navy received the results of a rockfish habitat survey it had funded for the waters of NBK at Bangor and discovered that kelp beds are present within close proximity to the project area, potentially placing juvenile rockfish within the behavioral impact zone of the impact pile driving activities. On 13 October 2010, the Navy contacted the NMFS and provided this new information (Tyler Yasenak, personal communication, October 13, 2010). Through subsequent correspondence, the NMFS replied that reinitiating of the consultation was not warranted due to the very short duration of the impact pile driving as part of the proposed project, and that the NMFS still concurred that the proposed action would result in a “may affect, not likely to adversely affect” determination for the canary rockfish and bocaccio (Dan Tonnes, personal communication, October 18, 2010).

Magnuson-Stevens Fishery Conservation and Management Act Conclusions

Impacts to essential fish habitat (EFH) designated by the Magnuson-Stevens Fishery Conservation and Management Act would be limited to some disruption to marine vegetation and benthic communities as the result of the pile replacement, construction of the concrete pile caps, and demolition and removal of the fragmentation barrier walkway. These impacts will be temporary in duration, with a minimal and localized zone of influence. Areas of disruption are expected to recover to pre-disruption levels within a single growing season.

Overall, due to the temporary nature of the activities and the minimal level of impact, in light of the proposed mitigation measures and work guidelines for the project, the activities associated with the proposed action will not have an adverse affect on designated EFH or marine fish species within the vicinity of NBK at Bangor and Hood Canal.

National Environmental Policy Act Conclusions

The analysis presented above indicates that pile driving, demolition, and construction activities associated with the Navy's proposed at NBK at Bangor may have impacts to individual fish species, but any impacts observed at the population, stock, species, or evolutionary significant unit level would be negligible. Therefore, in accordance with NEPA, there would be no significant impact to fish from the EHW-1 Pile Replacement Project with implementation of mitigation measures in Section 4.3.

3.9 MARINE MAMMALS

There are ten marine mammal species, six cetaceans and four pinnipeds, which inhabit the inland waters of Washington State. Of these, only six may inhabit or transit through the waters nearby NBK at Bangor in Hood Canal. These include the killer whale, harbor porpoise, Dall's porpoise, Steller sea lion, California sea lion, and harbor seal. The other four species, the humpback whale, the gray whale, the minke whale, and the Northern elephant seal are more prevalent off the coast of Washington or in the Strait of Juan de Fuca or Puget Sound. Their occurrence within Hood Canal has been limited to an occasional sighting over the last several decades. As such, these species will not be considered further in the analysis.

The Steller sea lion is the only marine mammal that occurs within the Hood Canal which is listed under the Endangered Species Act (ESA); The U.S. Eastern stock/ DPS is listed as threatened. While the Southern Resident killer whale (SRKW), which is listed as endangered under the ESA, is resident to the inland waters of Washington State and British Columbia it has not been observed in the Hood Canal in decades. However, due to the occurrence of its primary prey species (salmonids) within the Hood Canal this species has been carried forward in the analysis. All marine mammal species are protected under the Marine Mammal Protection Act (MMPA). Table 3.22 lists the marine mammal species that could occur in the vicinity of NBK at Bangor and their estimated densities within the project area.

3.9.1 Affected Environment

3.9.1.1 Regulatory Overview

Endangered Species Act

See section 3.8.1.1 for a description of the ESA.

Marine Mammal Protection Act

The Marine Mammal Protection Act (MMPA) of 1972 established, with limited exceptions, a moratorium on the "taking" of marine mammals in waters or on lands under U.S. jurisdiction. The Act further regulates "takes" of marine mammals in the global commons (i.e., the high seas) by vessels or persons under U.S. jurisdiction. The term "take," as defined in Section 3 (16 USC

TABLE 3.22 MARINE MAMMALS HISTORICALLY SIGHTED IN HOOD CANAL IN THE VICINITY OF NBK AT BANGOR

SPECIES	STOCK(S) ABUNDANCE[1]	RELATIVE OCCURRENCE IN HOOD CANAL, WASHINGTON	SEASON(S) OF OCCURRENCE	DENSITY IN THE WORK WINDOW (INDIVIDUALS PER KM^2)[a]
Steller sea lion *Eumetopias jubatus* Eastern U.S. stock/DPS	45,095 – 55,832[2]	Rare to occasional use	Fall to late spring (Nov – mid April)	0.00
California sea lion *Zalophus californianus* U.S. Stock	238,000[4]	Common	Fall to late spring (Aug – May)	0.410[c]
Harbor seal *Phoca vitulina* WA inland waters stock	14,612[3] (CV = 0.15)	Common	Year-round; resident species in Hood Canal	1.31[b]
Killer whale *Orcinus orca* West Coast transient stock	314[5]	Rare to occasional use	Year-round	0.038[d]
& Eastern North Pacific Southern Resident stock	88[3, 2]	Not present in Hood Canal	Not applicable	0.00
Dall's porpoise *Phocoenoides dalli* CA/OR/WA stock	48,376[3] (CV = 0.24)	Rare to occasional use	Year-round	0.043[e]
Harbor porpoise *Phocoena phocoena* WA inland waters stock	10,682[3] (CV=0.38)	Rare to occasional use	Year-round	0.011[e]

Sources: [1] NMFS marine mammal stock assessment reports at: http://www.nmfs.noaa.gov/pr/sars/species.htm [2] Allen and Angliss , 20010; [3] Carretta *et* al., 2008; [4] Carretta *et* al., 2007; [5] NMFS 2010 – OPR website; [a]Density is only provided for the work window referring to the period from July – Oct when pile driving activities will occur; [b] Jeffries et al., 2003 and Huber et al., 2001; [c] DoN, 2010a and Jeffries et al., 2000; [d] London, 2006; [e] BAE Systems, 2009.

1362) of the MMPA, means "to harass, hunt, capture, or kill, or attempt to harass, hunt, capture, or kill any marine mammal." "Harassment" was further defined in the 1994 amendments to the MMPA, which provided two levels of "harassment," Level A (potential injury) and Level B potential disturbance).

In terms of the proposed action, the MMPA defines ''harassment'' as: any act of pursuit, torment, or annoyance which (i) has the potential to injure a marine mammal or marine mammal stock in the wild [Level A harassment]; or (ii) has the potential to disturb a marine mammal or marine mammal stock in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering [Level B harassment] (50 C.F.R, Part 216, Subpart A, Section 216.3-Definitions).

Level A is the more severe form of harassment because it may result in injury, whereas Level B only results in disturbance without the potential for injury (Norberg pers. comm. 2007a).

Section 101(a) (5) of the MMPA directs the Secretary of the Department of Commerce to allow, upon request, the incidental (but not intentional) taking of marine mammals by U.S. citizens who engage in a specified activity (exclusive of commercial fishing), if certain findings are made and regulations are issued. Permission will be granted by the Secretary for the incidental take of marine mammals if the taking will have a negligible impact on the species or stock and will not have an immitigable adverse impact on the availability of such species or stock for taking for subsistence uses.

3.9.1.2 ESA-Listed Marine Mammals

Steller Sea Lion

Status and Management

The Steller sea lion is protected under the MMPA and was originally listed as threatened under the ESA in 1990. In 1997, NMFS re-classified Steller sea lions as two subpopulations. There are two distinct populations of Steller sea lions based on genetics and population trends, separated at 144°W longitude (Loughlin, 1997; Angliss and Outlaw, 2005). Steller sea lions west of 144°W longitude residing in the central and western Gulf of Alaska, Aleutian Islands, as well as those that inhabit coastal waters and breed in Asia (e.g. Japan and Russia) are part of the Western U.S. Stock. The Eastern U.S. stock, which is the population that may occur within the project area, includes the animals east of Cape Suckling, Alaska (144°W) (NMFS, 1997; Loughlin, 2002; Angliss and Outlaw, 2005). The Eastern U.S. stock breeds on rookeries (places where they give birth and mate) located in southeast Alaska, British Columbia, Oregon, and California; there are no rookeries located in Washington. The re-classification in 1997, listed the Western Stock listed as endangered under the ESA, and maintained the threatened status for the Eastern stock (NMFS, 1997). There is a final revised species recovery plan that addresses both stocks (NMFS, 2008a).

Critical Habitat

Critical habitat has been designated for the Steller sea lion (NMFS, 1993). Critical habitat includes so-called “aquatic zones” that extend 3,000 ft (1 km) seaward in state and federally managed waters from the baseline or basepoint of each major rookery in Oregon and California (NMFS, 2008a). Three major rookery sites in Oregon (Rogue Reef, Pyramid Rock; and Long Brown Rock and Seal Rock on Orford Reef at Cape Blanco) and three rookery sites in California (Ano Nuevo I; Southeast Farallon I; and Sugarloaf Island and Cape Mendocino) are designated critical habitat (NMFS, 1993). There is no designated critical habitat for the species in Washington.

Distribution

Steller sea lions are found along the coasts of Washington, Oregon, and northern California where they occur at breeding rookeries and numerous haulout locations along the coastline (Jeffries et al., 2000; Scordino, 2006). From breeding rookeries in northern California (St. George Reef) and southern Oregon (Rogue Reef), male Steller sea lions often disperse widely outside of the breeding season (Scordino, 2006). Based on mark recapture sighting studies, males migrate back into these Oregon and California locations from winter feeding areas in Washington, British Columbia, and Alaska (Scordino, 2006).

In Washington, Steller sea lions use haulout sites primarily along the outer coast from the Columbia River to Cape Flattery, as well as along the Vancouver Island side of the Strait of Juan de Fuca (Jeffries et al., 2000). Numbers vary seasonally in Washington with peak numbers present during the fall and winter months (Jeffries et al., 2000). Steller Sea lions are occasionally present in the Puget Sound at the Toliva Shauls haul-out site in south Puget Sound (Jeffries et al., 2000). At NBK at Bangor, Steller sea lions were observed hauled out on submarines at Delta Pier on several occasions from 2008 through 2010 during winter and spring months (Bhuthimethee, 2008, personal communication; Walters, 2010, personal communication). Steller sea lions likely occupy habitats in Hood Canal similar to those of the California sea lion and harbor seal, which include marine water habitats for foraging and manmade structures for haul out.

Population Abundance

The U.S. Eastern stock was estimated to number between 46,000 and 58,000 animals in 2002, and has been increasing approximately 3 percent per year since the late 1970s (NMFS, 2008a; Pitcher et al., 2007). Anglis and Outlaw (2008) estimated the Eastern North Pacific Stock, which occurs along the WA coast and Puget Sound, at 48,519 individuals. An update to this estimate was recently provided by Allen and Angliss (2010) which provided a range in population size from 45,095 – 55,832. Although Steller sea lions have been documented in Hood Canal, the numbers (at least at present) are still fairly low. Steller sea lions are present in Hood Canal, but are only expected as far as the project area during November through mid-April. The Navy conducted daily waterfront surveys during April 2008 –June 2010 off the docks at NBK at Bangor and recorded the number of sea lions hauled out on the submarines. The monthly average number hauled out ranged from 1 – 5 individuals during November through April, with a daily maximum of 6 sea lions hauled out during the cold season (DoN, 2010a). No in-water abundance estimates are available for the project area.

Behavior and Ecology

Steller sea lions are opportunistic predators, feeding primarily on fish and cephalopods, and their diet varies geographically and seasonally (Merrick et al., 1997). Foraging habitat is primarily shallow, nearshore and continental shelf waters; some Steller sea lions feed in freshwater rivers (Reeves et al., 1992; Robson, 2002). They also are known to feed in deep waters past the continental shelf break (Jefferson, 2005). Steller sea lions are gregarious animals that often travel or haul out in large groups of up to 45 individuals (Keple, 2002). At sea, groups usually consist of female and subadult males; adult males are usually solitary while at sea (Loughlin, 2002). Haulout and rookery sites are located on isolated islands, rocky shorelines, and jetties. Steller sea lions also haul out on buoys, rafts, floats, and Navy submarines in Puget Sound (Jeffries et al., 2000; DoN, 2001a). In the Pacific Northwest, breeding rookeries are located in British Columbia, Oregon, and northern California. There are no rookeries in Washington (NMFS, 1992b; Angliss and Outlaw, 2005).

Acoustics

On land, territorial male Steller sea lions regularly use loud, relatively low-frequency calls/roars to establish breeding territories (Schusterman et al., 1970; Loughlin et al., 1987). The calls of females range from 0.03 to 3 kHz, with peak frequencies from 0.15 to 1 kHz; typical duration is 1.0 to 1.5 sec (Campbell et al., 2002). Mulsow and Reichmuth (2008) measured the unmasked aerial hearing sensitivity of one male Steller sea lion. The range of best hearing sensitivity was between 5 and 14.1 kHz (Mulsow and Reichmuth, 2008). Maximum sensitivity was found at 10 kHz, where the subject had a mean threshold of 7 dB re: 20 μPa.

The underwater hearing of two Steller sea lions have been tested, the hearing threshold of the male was significantly different from that of the female. The range of best hearing for the male was from 1 to 16 kHz, with maximum sensitivity (77 dB re: 1 μPa-m) at 1 kHz. The range of best hearing for the female was from 16 to above 25 kHz, with maximum sensitivity (73 dB re: 1 μPa-m) at 25 kHz. However, because of the small number of animals tested, the findings could not be attributed to individual differences in sensitivity or sexual dimorphism (Kastelein et al., 2005).

Southern Resident Killer Whale

Status and Management

Based on appearance, feeding habits, vocalizations, social structure, and distribution and movement patterns there are three types of populations of killer whales (Wiles, 2004; NMFS, 2005a). The three distinct forms or types of killer whales recognized in the North Pacific Ocean are: 1) Residents, 2) Transients, and 3) Offshores. Resident killer whales in the North Pacific consists of the following populations; (1) Southern residents; (2) Northern residents; (3) Southern Alaska residents; and (4) Western Alaska North Pacific residents. The Southern Resident killer whale (SRKW) stock occurs in the inland waters of Washington and southern British Columbia, but not within Hood Canal, and is comprised of three pods, identified as the J, K, and L pods. The SRKW is protected under the MMPA and was listed as endangered under the ESA in 2005 (NMFS 2005; 70 FR 69903). A recovery plan was approved for the SRKWs in 2008 (NMFS 2008; 73 FR 4176).

Critical Habitat

Critical habitat was designated for the SRKW in 2006 (NMFS, 2006; 71 FR 69054). Critical habitat was designated for three specific areas (1) the Summer Core Area in Haro Strait and waters around the San Juan Islands; (2) Puget Sound; and (3) the Strait of Juan de Fuca, which comprises approximately 2,560 sq. miles (6,630 sq. km) of marine habitat (NMFS 2006). There is no designated critical habitat for the species in the Hood Canal.

Distribution

The geographical range of SRKW includes the inland waters of Washington State and British Columbia (Strait of Georgia, Strait of Juan de Fuca, and Puget Sound), principally during the later spring, summer, and fall (Bigg 1982; Ford et al. 2000). The complete winter range of this stock is uncertain. The J pod spends much of the winter and early spring in inland waters, while the K and L pods tend to move to coastal areas during this period (Ford et al. 2000). The three pods visit coastal sites off Washington, and Vancouver island, but travel as far south as central California and as far north as the Queen Charlotte Islands. Offshore movements and distribution are largely unknown for the SRKWs (NMFS 2006).

Southern Resident killer whales (J pod) have been documented in the Hood Canal in the past. They were identified in the Hood Canal by sound recordings in 1958 (Ford 1991) and 1995 (Unger 1997), a photograph from 1973, and anecdotal accounts of historical use, but these latter sightings may have been transient whales (NMFS 2008b). It is not known whether these sightings reflect evidence of regular use or whether J Pod only rarely strayed into Hood Canal. Therefore, since NMFS could not confirm any evidence of SRKWs in Hood Canal waters since 1995, the agency concluded that available evidence did not support Hood Canal as "within the geographical area occupied by the species at the time of listing" (NMFS 2008b).

Population Abundance

The Southern Resident killer whale stock is a trans-boundary stock, including killer whales in inland Washington and southern British Columbia waters. According to the most recent NMFS stock assessment report, the 2007 population survey recorded 86 whales amongst the three pods (Caretta et al. 2008). Two additional calves have been observed since the fall 2007 surveys resulting in a total maximum population of 88 individuals (NMFS 2010).

Behavior and Ecology

While in the inshore waters of southern British Columbia and Washington, the SRKWs spend 95 percent of their time underwater, nearly all of which is between the surface and a depth of 30 meters (Baird 2000; Baird et al 2003; 2005). Fish are the major dietary component of resident killer whales in the northeastern Pacific, with 22 species of fish and one species of squid (*Gonatopsis borealis*) known to be eaten (Scheffer and Slipp 1948; Ford et al. 1998; 2000; Saulitis et al. 2000; Ford and Ellis 2006). Known feeding records for the SRKWs suggest a strong preference for Chinook salmon (78 percent of identified prey) during late spring to fall (Hanson et al. 2005; Ford and Ellis 2006). Chum salmon were also taken in significant amounts (11 percent), especially in the autumn. Other species such as coho (5 percent), steelhead (*O. mykiss,* 2 percent), sockeye (*O. nerka*, 1 percent), and non-salmonids (*e.g.* Pacific herring and quillback rockfish [*Sebastes maliger*] 3 percent combined) are also consumed. Little is known about the winter and early spring foods of SRKWs (NMFS 2008b). Resident killer whales travel in small, matrilineal groups, which contain one to seventeen (mean = 5.5) individuals spanning one to five generations. In the North Pacific, most mating is believed to occur from April to October (Nishiwaki 1972; Olesiuk et al. 1990a; 2005; Matkin et al. 1997). Estimates of calving intervals in SRKW population average between 4.9-7.7 years. The gestation period lasts about 17 months, with births peaking in late Fall (Sept. to Dec.) (Olesiuk et al. 2005). Calves are dependent on their mothers for the first couple years of their lives.

Acoustics

Killer whales produce a wide variety of clicks and whistles, but most of their sounds are pulsed with frequencies ranging from 0.5 to 25 kHz (dominant frequency range: 1 to 6 kHz) (Thomson and Richardson, 1995; Richardson et al., 1995). Source levels of echolocation signals range between 195 and 224 dB re: 1 μPa-m peak-to-peak, dominant frequencies ranging from 20 to 60 kHz, and durations of about 0.1 sec (Au et al., 2004). Source levels associated with social sounds have been calculated to range between 131 to 168 dB re: 1 μPa-m and vary with vocalization type (Veirs, 2004).

Both behavioral and auditory brainstem response technique indicate killer whales can hear in a frequency range of 1 to 100 kHz and are most sensitive at 20 kHz. This is one of the lowest maximum-sensitivity frequencies known among toothed whales (Szymanski et al., 1999).

3.9.1.3 Non-ESA Listed Marine Mammals

California Sea Lion

Status and Management

The California sea lion is protected under the MMPA. Three geographic regions are used to separate this species into stocks: (1) the United States stock, which begins at the U.S./Mexico border and extends northward into Canada; (2) the Western Baja California stock which extends from the U.S./Mexico border to the southern tip of the Baja California Peninsula; and (3) the Gulf of California stock which includes the Gulf of California from the southern tip of the Baja California Peninsula and across to the mainland, extending into southern Mexico (Lowry et al., 1992). Only the United States stock is expected to occur in the vicinity of NBK at Bangor.

Distribution

The geographic distribution of California sea lions includes a breeding range from Baja California to southern California. During the summer, California sea lions breed on islands from the Gulf of California to the Channel Islands and seldom travel more than about 31 miles (50 km) from the islands (Bonnell et al., 1983). The primary rookeries are located on the California Channel Islands of San Miguel, San Nicolas, Santa Barbara, and San Clemente (Le Boeuf and Bonnell, 1980; Bonnell and Dailey, 1993). Their distribution shifts to the northwest in fall and to the southeast during winter and spring, probably in response to changes in prey availability (Bonnell and Ford, 1987).

The non-breeding distribution extends from Baja California north to Alaska for males, and encompasses the waters of California and Baja California for females (Reeves et al., 2008; Maniscalco et al., 2004). In the non-breeding season, adult and sub-adult males migrate northward along the coast to central and northern California, Oregon, Washington, and Vancouver Island from September to May (Jeffries et al., 2000) and return south the following spring (Mate, 1975; Bonnell et al., 1983).

During the most recent aerial survey population counts for California sea lion within the inland waters of Washington State, no regular haulouts were documented to exist within the Hood Canal (Jeffries et al., 2000). However, recent anecdotal information, such as observations by Navy personnel at the NBK waterfront, suggests that they haul out opportunistically at areas within the Hood Canal. Within their geographic range, California sea lions have been known to utilize man-made structures such as piers, jetties, offshore buoys, and oil platforms (Riedman, 1990). California sea lions in the Puget Sound have been documented hauled out on log booms and U.S. Navy submarines, and are often seen rafted off river mouths (Jeffries et al., 2000; DoN, 2001). As many as 40 California sea lions have been observed hauled out at NBK at Bangor on manmade structures – submarines, the floating security fence, and barges (Agness and Tannenbaum, 2009a; Tannenbaum et al., 2009a; Walters, 2009, personal communication). However, the closest opportunistic haul out location at NBK at Bangor is approximately 1 mile south of the EHW-1 facility. California sea lions have also been observed swimming in Hood Canal in the vicinity of the project area on several occasions and likely forage in both nearshore marine and inland marine deeper waters (DoN, 2001).

Population Abundance

The U.S. stock of California sea lions is the stock that may occur in the marine waters nearby NBK at Bangor. The estimated stock is 238,000 and the minimum population size of this stock is 141,842 individuals (Carretta et al., 2007). These numbers are from counts during the 2001 breeding season of animals that were ashore at the four major rookeries in southern California and at haulout sites north to the Oregon/California border. Sea lions that were at-sea or hauled out at other locations were not counted (Carretta et al., 2007). An estimated 3,000 to 5,000 California sea lions migrate to Washington and British Columbia waters during the non-breeding season from September to May (Jeffries et al., 2000). Peak numbers of up to 1,000 sea lions occur in Puget Sound (including Hood Canal) during this time period (Jeffries et al., 2000).

Behavior and Ecology

California sea lions feed on a wide variety of prey, including many species of fish and squid (Everitt et al., 1981; Roffe and Mate, 1984; Antonelis et al., 1990; Lowry et al., 1991). In the Puget Sound region, they feed primarily on fish such as hake, walleye pollock, herring, and spiny dogfish (Calambokidis and Baird, 1994; London, 2006). In some locations where sea lions and salmon runs exist, California sea lions also feed on returning adult and out-migrating juvenile salmonids (London, 2006). California sea lions are gregarious during the breeding season and social on land during other times.

Acoustics

In air, California sea lions make incessant, raucous barking sounds; these have most of their energy at less than 2 kHz (Schusterman et al., 1967). Males vary both the number and rhythm of their barks depending on the social context; the barks appear to control the movements and other behavior patterns of nearby conspecifics (Schusterman, 1977). Females produce barks, squeals, belches, and growls in the frequency range of 0.25 to 5 kHz, while pups make bleating sounds at 0.25 to 6 kHz. California sea lions produce two types of underwater sounds: clicks (or short-duration sound pulses) and barks (Schusterman et al., 1966; 1967, Schusterman and Baillet, 1969). All underwater sounds have most of their energy below 4 kHz (Schusterman et al., 1967).

The range of maximal hearing sensitivity underwater is between 1 and 28 kHz (Schusterman et al., 1972). Functional underwater high frequency hearing limits are between 35 and 40 kHz, with peak sensitivities from 15 to 30 kHz (Schusterman et al., 1972). The California sea lion shows relatively poor hearing at frequencies below 1 kHz (Kastak and Schusterman, 1998). Peak hearing sensitivities in air are shifted to lower frequencies; the effective upper hearing limit is approximately 36 kHz (Schusterman, 1974). The best range of sound detection is from 2 to 16 kHz (Schusterman, 1974). Kastak and Schusterman (2002) determined that hearing sensitivity generally worsens with depth—hearing thresholds were lower in shallow water, except at the highest frequency tested (35 kHz), where this trend was reversed. Octave band noise levels of 65 to 70 dB above the animal's threshold produced an average temporary threshold shift (TTS), a short-term effect possibly including temporary hearing loss, of 4.9 dB in the California sea lion (Kastak et al., 1999). Center frequencies were 1,000 hertz (Hz) for corresponding threshold testing at 1000 Hz and 2,000 Hz for threshold testing at 2,000 Hz; the duration of exposure was 20 minutes.

Harbor Seal

Status and Management

The Harbor seal is protected under the MMPA. Harbor seals inhabit coastal and estuarine waters and shoreline areas from Baja California to western Alaska. Three distinct stocks exist: 1) inland waters of Washington State (including Hood Canal, Puget Sound, and the Strait of Juan de Fuca out to Cape Flattery), 2) outer coast of Oregon and Washington, and 3) California (Carretta et al., 2007). The inland waters of Washington state stock is the only stock that may occur in the marine waters near NBK at Bangor.

Distribution

Harbor seals occur throughout Hood Canal and are seen relatively commonly in the area. They are year-round, non-migratory residents, and pup (give birth) in Hood Canal. Surveys in Hood Canal from the mid-1970s to 2000 show a fairly stable population between 600-1,200 seals (Jeffries et al., 2003). Harbor seals have been observed swimming in the waters along NBK at Bangor in every month of surveys conducted from 2007 to 2010 (Agness and Tannenbaum, 2009b; Tannenbaum et al., 2009b). On the NBK at Bangor waterfront, harbor seals have not been observed hauling out in the intertidal zone, but have been observed hauled out on manmade structures such as the floating security fence, buoys, barges, marine vessels, and logs (Agness and Tannebaum, 2009a; Tannenbaum et al., 2009a). The closest opportunistic haul out location at NBK at Bangor is approximately 1 mile south of the EHW-1 facility. The main haul-out locations for harbor seals in Hood Canal are located on river delta and tidal exposed areas at Quilcene, Dosewallips, Duckabush, Hamma Hamma, and Skokomish River mouths, with the closest dedicated haul-out area to the project area being 10 miles (16 km) southwest of NBK at Bangor at Dosewallips River Mouth (London, 2006).

Population Abundance

Estimated population numbers for the inland waters of Washington, including Hood Canal, Puget Sound, and the Strait of Juan de Fuca out to Cape Flattery are 14,612 (CV = 0.15) individuals (Carretta et al., 2007). The Harbor seal is the only species of marine mammals that is consistently abundant and considered resident in Hood Canal (Jeffries et al., 2003). The population of harbor seals in Hood Canal is a closed population, meaning they do not have much movement outside of Hood Canal (London, 2006). The abundance of harbor seals in Hood canal has stabilized, and the population may have reached its carrying capacity in the mid-1990s with an approximate abundance of 1,000 harbor seals (Jeffries et al., 2003).

Behavior and Ecology

Harbor seals are rarely found more than 12 miles (20 km) from shore, and frequently occupy bays, estuaries, and inlets (Baird, 2001). Individual seals have been observed several miles upstream in coastal rivers. Harbor seals are typically seen in small groups resting on tidal reefs, boulders, mudflats, man-made structures, and sandbars. Harbor seals are opportunistic feeders that adjust their patterns to take advantage of locally and seasonally abundant prey (Payne and Selzer, 1989; Baird, 2001; Bjørge, 2002). Diet consists of fish and invertebrates (Bigg, 1981; Roffe and Mate, 1984; Orr et al., 2004). Although harbor seals in the Pacific Northwest are common in inshore and estuarine waters, they primarily feed at sea (Orr et al., 2004) during high tide. Researchers have found that they complete both shallow and deep dives during hunting depending on the availability of prey (Tollit et al., 1997). Their diet in Puget Sound consists of many of the prey resources that are present in the nearshore and deeper waters of NBK at Bangor, including Pacific hake and Pacific herring and adult and out-migrating juvenile salmonids. Harbor seals in Hood Canal are known to feed on returning adult salmon, including threatened summer-run chum. Over a five year study of harbor seal predation in Hood Canal, the average percent escapement of summer-run chum consumed was 8 percent (London, 2006).

Ideal harbor seal habitat includes haulout sites, shelter during the breeding periods, and sufficient food (Bjorge, 2002). Haulout areas can include intertidal and subtidal rock outcrops, sandbars, sandy beaches, peat banks in salt marshes, and manmade structures such as log booms, docks, and recreational floats (Wilson, 1978; Prescott, 1982; Schneider and Payne, 1983; Gilber and Guldager, 1998; Jeffries et al., 2000). Human disturbance can affect haul-out choice (Harris et al., 2003). Harbor seals mate at sea and females give birth during the spring and summer; although the "pupping season" varies by latitude. In coastal and inland regions of Washington, pups are born from April through January. Pups are generally born earlier in the coastal areas and later in the Puget Sound/Hood Canal region (Calambokidis and Jeffries, 1991; Jeffries et al., 2000). Suckling harbor seal pups spend as much as 40 percent of their time in the water (Bowen et al., 1999).

Acoustics

In air, harbor seal males produce a variety of low-frequency (<4 kHz) vocalizations, including snorts, grunts, and growls. Male harbor seals produce communication sounds in the frequency range of 100 to 1,000 Hz (Richardson et al., 1995). Pups make individually unique calls for mother recognition that contain multiple harmonics with main energy below 0.35 kHz (Bigg, 1981; Thomson and Richardson, 1995). Harbor seals hear nearly as well in air as underwater and had lower thresholds than California sea lions (Kastak and Schusterman, 1998). Kastak and Schusterman (1998) reported low frequency (100 Hz) sound detection thresholds in air at 65.4 dB re: 20 µPa for harbor seal. In air, they hear frequencies from 0.25 kHz to 30 kHz and are most sensitive from 6 to 16 kHz (Richardson, 1995; Terhune and Turnbull, 1995; Wolski et al., 2003).

Adult males also produce underwater sounds during the breeding season that typically range from 0.025 to 4 kHz (duration range: 0.1 s to multiple seconds; Hanggi and Schusterman, 1994). Hanggi and Schusteman (1994) found that there is individual variation in the dominant frequency range of sounds between different males, and Van Parijs et al. (2003) reported oceanic, regional, population, and site-specific variation that could be vocal dialects. In water, they hear frequencies from 1 to 75 kHz (Southall, 2007) and can detect sound levels as weak as 60 to 85 dB re: 1 µPa within that band. They are most sensitive at frequencies below 50 kHz; above 60 kHz sensitivity rapidly decreases.

West Coast Transient Killer Whale

Status and Management

Three distinct forms of killer whales, termed residents, transients, and offshores are recognized in the northeastern Pacific Ocean (NMFS 2006). Within the transient ecotype, association data (Ford et al., 1994, Ford and Ellis, 1999; Matkin et al., 1999), acoustic data (Saulitis, 1993; Ford and Ellis, 1999) and genetic data (Hoelzel et al., 1998; 2002; Barrett-Lennard, 2000) confirms that three communities of transient whales exist and represent three discrete populations: 1) Gulf of Alaska, Aleutian Islands, and Bering Sea transients, 2) AT1 transients, and 3) West Coast transients. Among the genetically distinct assemblages of transient killer whales, only the West Coast Transient stock, which occurs from southern California to southeastern Alaska, may occur in the project area. The transient killer whale is protected under the MMPA.

Distribution

The geographical range of transient killer whales includes the northeast Pacific, with preference for coastal waters of southern Alaska and British Columbia (Krahn et al., 2002). Transient killer whales in the eastern North Pacific spend most of their time along the outer coast, but visit Hood Canal and the Puget Sound in search of harbor seals, sea lions, and other prey. Transient occurrence in inland waters appears to peak during August and September (Morton, 1990; Baird and Dill, 1995; Ford and Ellis, 1999) which is the peak time for harbor seal pupping, weaning, and post-weaning (Baird and Dill, 1995). In 2003 and 2005, small groups of transient killer whales (11 and 6 individuals, respectively) visited Hood Canal to feed on harbor seals and remained in the area for significant periods of time (59 and 172 days, respectively) between the months of January and July.

Population Abundance

The West Coast Transient stock is a trans-boundary stock, with minimum counts for the population of “transient” killer whales coming from various photographic datasets. Combining these counts of cataloged “transient” whales gives a minimum number of 314 individuals for the West Coast Transient stock (Allen and Angliss, 2010). However, the number in Washington waters at any one time is probably fewer than 20 individuals (Wiles, 2004).

Behavior and Ecology

Transient killer whales show greater variability in habitat use, with some groups spending most of their time foraging in shallow waters close to shore while others hunt almost entirely in open water (Felleman et al., 1991; Baird and Dill, 1995; Matkin and Saulitis, 1997). Transient killer whales feed on marine mammals and some seabirds, but apparently no fish (Morton, 1990; Baird and Dill, 1996; Ford et al., 1998; Ford and Ellis, 1999; Ford et al., 2005). While present in Hood Canal in 2003 and 2005, transient killer whales preyed on harbor seals in the subtidal zone of the nearshore marine and inland marine deeper water habitats (London, 2006). Other observations of foraging transient killer whales indicate they prefer to forage on pinnipeds in shallow, protected waters (Heimlich-Boran, 1988; Saulitis et al., 2000). Transient killer whales travel in small, matrilineal groups, but they typically contain fewer than 10 animals and their social organization generally is more flexible than the resident killer whale (Morton, 1990; Ford and Ellis, 1999). These differences in social organization probably relate to differences in foraging (Baird and Whitehead, 2000). There is no information on the reproductive behavior of killer whales in this area.

Acoustics

Killer whales produce a wide variety of clicks and whistles, but most of their sounds are pulsed with frequencies ranging from 0.5 to 25 kHz (dominant frequency range: 1 to 6 kHz) (Thomson and Richardson, 1995; Richardson et al., 1995). Source levels of echolocation signals range between 195 and 224 dB re: 1 μPa-m peak-to-peak, dominant frequencies ranging from 20 to 60 kHz, and durations of about 0.1 sec (Au et al., 2004). Source levels associated with social sounds have been calculated to range between 131 to 168 dB re: 1 μPa-m and vary with vocalization type (Veirs, 2004).

Both behavioral and auditory brainstem response technique indicate killer whales can hear in a frequency range of 1 to 100 kHz and are most sensitive at 20 kHz. This is one of the lowest maximum-sensitivity frequencies known among toothed whales (Szymanski et al., 1999).

Dall's Porpoise

Status and Management

The Dall's porpoise is protected under the MMPA. Based on NMFS stock assessment reports, Dall's porpoises within the Pacific U.S. Exclusive Economic Zone (EEZ) are divided into two discrete, noncontiguous areas: 1) waters off California, Oregon, and Washington, and 2) those in Alaskan waters (Carretta et al., 2008). Only individuals from the CA/OR/WA stock may occur within the project area.

Distribution

The Dall's porpoise is found from northern Baja California, Mexico, north to the northern Bering Sea and south to southern Japan (Jefferson et al., 1993). The species is only common between 32°N and 62°N in the eastern North Pacific (Morejohn, 1979; Houck and Jefferson, 1999). North-south movements in California, Oregon, and Washington have been suggested. Dall's porpoises shift their distribution southward during cooler-water periods (Forney and Barlow, 1998). Norris and Prescott (1961) reported finding Dall's porpoise in southern California waters only in the winter, generally when the water temperature was less than 15°C. Seasonal movements have also been noted off Oregon and Washington, where higher densities of Dall's porpoises were sighted offshore in winter and spring and inshore in summer and fall (Green et al., 1992).

In Washington, they are most abundant in offshore waters. They are year-round residents in Washington (Green et al., 1992), but their distribution is highly variable between years likely due to changes in oceanographic conditions (Forney and Barlow, 1998). Dall's porpoise are observed throughout the year in the Puget Sound north of Seattle (Osborne et al., 1998) and are seen occasionally in southern Puget Sound. Dall's porpoises may also occasionally occur in Hood Canal (Jeffries, 2006, personal communication). Nearshore habitats used by Dall's porpoise could include the marine habitats found in the inland marine waters of Hood Canal. A Dall's porpoise was observed in the deeper water at NBK at Bangor in summer 2008 (Tannenbaum et al., 2009a).

Population Abundance

The NMFS population estimate, recently updated in 2008 for the California/Oregon/Washington stock, is 48,376 (CV – 0.24) which is based on vessel line transect surveys by Barlow and Forney (2007) and Forney (2007) (Carretta et al., 2008). Additional numbers of Dall's porpoise occur in the inland waters of WA state, but the most recent estimate obtained in 1996 (900 animals; CV = 0.40) is over 10 years old (Calambokidis et al., 1997) and is not included in the overall estimate of abundance for this stock due to the need for more up-to-date information.

Behavior and Ecology

Dall's porpoises can be opportunistic feeders but primarily consume schooling forage fish. They are known to eat squid, crustaceans, and fishes such as eelpout, herring, Pollock, whiting, and sand lance (Walker et al., 1998). Groups of Dall's porpoises generally include fewer than 10 individuals and are fluid, probably aggregating for feeding (Jefferson, 1990; 1991, Houck and Jefferson, 1999). Breeding and calving typically occurs in the spring and summer (Angell and Balcomb, 1982). In the North Pacific, there is a strong summer calving peak from early June through August (Ferrero and Walker, 1999), and a smaller peak in March (Jefferson, 1989). Resident Dall's porpoise breed in Puget Sound from August to September.

Acoustics

Only short duration pulsed sounds have been recorded for Dall's porpoise (Houck and Jefferson, 1999); this species apparently does not whistle often (Richardson et al., 1995). Dall's porpoises produce short duration (50 to 1,500 μs), high-frequency, narrow band clicks, with peak energies between 120 and 160 kHz (Jefferson, 1988). There is no published data on the hearing abilities of this species.

Harbor Porpoise

Status and Management

The Harbor porpoise is protected under the MMPA. Based on genetic data and density discontinuities identified from aerial surveys, NMFS identifies 8 stocks in the Northeast Pacific Ocean. Pacific coast harbor porpoise stocks include: 1) a Monterey Bay stock, 2) a San Francisco-Russian River stock, 3) a northern California/southern Oregon stock, 4) an Oregon/Washington coast stock, 5) an Inland Washington stock, 6) a Southeast Alaska stock, 7) a Gulf of Alaska stock, and 8) a Bering Sea stock. Only individuals from the Inland waters of Washington stock may occur in the project area.

Distribution

Harbor porpoise are generally found in cool temperature to subarctic waters over the continental shelf in both the North Atlantic and North Pacific (Read, 1999). This species is seldom found in waters warmer than 17°C (63°F)(Read, 1999) or south of Point Conception (Hubbs, 1960; Barlow and Hanan, 1995). Harbor porpoises can be found year-round primarily in the coastal shallow waters of harbors, bays, and river mouths (Green et al., 1992). Along the Pacific coast, harbor porpoises occur from Monterey Bay, California to the Aleutian Islands and west to Japan (Reeves et al., 2002). Harbor porpoises are known to occur in Puget Sound year round (Osmek et al., 1996; 1998; Carretta et al., 2007), and may occasionally occur in Hood Canal (Jeffries, 2006, personal communication). Harbor porpoise observations in northern Hood Canal have increased in recent years (Calambokidis, 2010, personal communication). A harbor porpoise was seen in deeper water at NBK at Bangor during 2010 field observations (SAIC staff observations, 2010).

Population Abundance

Aerial surveys of the inside waters of Washington and southern British Columbia were conducted during August of 2002 and 2003 (J. Laake, unpublished data). These aerial surveys included the Strait of Juan de Fuca, San Juan Islands, Gulf Islands, and Strait of Georgia, which includes waters inhabited by the Washington Inland Waters stock of harbor porpoise as well as harbor porpoise from British Columbia. An average of the 2002 and 2003 estimates of abundance in U.S. waters resulted in an uncorrected abundance of 3,123 (CV= 0.10) harbor porpoises in Washington inland waters (J. Laake, unpublished data). When corrected for availability and perception bias, using a correction factor of 3.42 (1/g(0); g(0)=0.292, CV=0.366) (Laake et al., 1997), the estimated abundance for the Washington Inland Waters stock of harbor porpoise is 10,682 (CV=0.38) animals (Carretta et al., 2008).

Behavior and Ecology

Harbor porpoises are non-social animals usually seen in small groups of 2 to 5 animals. Little is known about their social behavior. Harbor porpoises can be opportunistic foragers but primarily consume schooling forage fish (Osmek et al., 1996; Bowen and Siniff, 1999; Reeves et al., 2002). Along the coast of Washington, harbor porpoise primarily feed on Pacific herring (*Clupea pallasii*), market squid and smelts (Gearin et al., 1994). Females may give birth every year for several years in a row; calves are born in late spring (Read, 1990; Read and Hohn, 1995). Dall's and harbor porpoises appear to hybridize relatively frequently in the Puget Sound area (Willis et al., 2004).

Acoustics

Harbor porpoise vocalizations include clicks and pulses (Ketten, 1998), as well as whistle-like signals (Verboom and Kastelein, 1995). The dominant frequency range is 110 to 150 kHz, with source levels of 135 to 177 dB re: 1 µPa-m (Ketten, 1998). Echolocation signals include one or two low-frequency components in the 1.4 to 2.5 kHz range (Verboom and Kastelein, 1995).

A behavioral audiogram of a harbor porpoise indicated the range of best sensitivity is 8 to 32 kHz at levels between 45 and 50 dB re: 1 µPa-m (Andersen, 1970); however, auditory-evoked potential studies showed a much higher frequency of approximately 125 to 130 kHz (Bibikov, 1992). The auditory-evoked potential method suggests that the harbor porpoise actually has two frequency ranges of best sensitivity. More recent psycho-acoustic studies found the range of best hearing to be 16 to 140 kHz, with a reduced sensitivity around 64 kHz (Kastelein et al., 2002). Maximum sensitivity occurs between 100 and 140 kHz (Kastelein et al., 2002).

3.9.2 Environmental Consequences

3.9.2.1 No Action Alternative

Under the No Action Alternative the EHW- 1 Pile Replacement Project would not be conducted. Baseline conditions, as described above, for marine mammals would remain unchanged. The existing EHW-1 wharf components (i.e. pilings, etc.) would continue to deteriorate, resulting in concrete fragmentation and the exposure of the internal rebar structure of the pile and decreased structural integrity of the wharf. However, there would be no significant impacts to marine mammals from implementation of the No Action Alternative.

3.9.2.2 Proposed Action

The evaluation of impacts to marine mammals considers the importance of the resource, the proportion of the resource impacted relative to its occurrence in the region, the particular sensitivity of the resource to project activities; and the duration of environmental impacts or disruption. In general, pile installation and removal activities in the project area would include elevated underwater noise levels, increased human activity and noise, and changes in prey availability within the project area. In particular, underwater and airborne noise generated during the pile installation and removal and other construction activities has the potential to disrupt marine mammals that may be traveling through, foraging, or resting in the vicinity of the project area. Impacts to marine mammals are anticipated to be highly localized because marine mammals are wide-ranging in Hood Canal, relative to the area that might be impacted by construction activities within the project area.

3.9.2.2.1 Potential Direct Effects of the Proposed Action

3.9.2.2.1.1 Potential Effects Pile Driving Activities

Background on Acoustics

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air or water. Sound is generally characterized by several factors, including frequency and intensity. Frequency describes the sound's pitch and is measured in hertz (Hz), while intensity describes the sound's loudness. Due to the wide range of pressure and intensity encountered during measurements of sound, a logarithmic scale is used. In acoustics, the word "level" denotes a sound measurement in decibels. A decibel (dB) expresses the logarithmic strength of a signal relative to a reference. Because the decibel is a logarithmic measure, each increase of 20 dB reflects a ten-fold increase in signal amplitude (whether expressed in terms of pressure or particle motion), i.e., 20 dB means ten times the amplitude, 40 dB means one hundred times the amplitude, 60 dB means one thousand times the amplitude, and so on. Because the decibel is a relative measure, any value expressed in decibels is meaningless without an accompanying reference. In describing underwater sound pressure, the reference amplitude is usually 1 microPascal (µPa, or 10^{-6} Pascals), and is expressed as "dB re: 1 µPa." For in-air sound pressure, the reference amplitude is usually 20 µPa and is expressed as "dB re: 20 µPa."

The method commonly used to quantify airborne sounds consists of evaluating all frequencies of a sound according to a weighting system that reflects that human hearing is less sensitive at low frequencies and extremely high frequencies than at the mid-range frequencies. This is called A-weighting, and the decibel level measured is called the A-weighted sound level (dBA). A filtering method that reflects hearing of marine mammals has not yet been developed. Therefore, underwater sound levels are not weighted and measure the entire frequency range of interest. In the case of marine construction work, the frequency range of interest is 10 to 10,000 Hz.

Table 3.23 summarizes commonly used terms to describe underwater sounds. Two common descriptors are the instantaneous peak sound pressure level (SPL) and the root mean square (rms) SPL (dB rms) during the pulse or over a defined averaging period. The peak pressure is the instantaneous maximum or minimum overpressure observed during each pulse or sound event and is presented in Pascals (Pa) or dB referenced to a pressure of one microPascal (dB re: 1 µPa). The rms level is the square root of the energy divided by a defined time period. All underwater sound levels throughout the remainder of this application are presented in dB re: 1 μPa unless otherwise noted.

TABLE 3.23 DEFINITIONS OF ACOUSTICAL TERMS

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for water is 1 microPascal (μPa) and for air is 20 μPa (approximate threshold of human audibility).
Sound Pressure Level, SPL	Sound pressure is the force per unit area, usually expressed in microPascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressure exerted by the sound to a reference sound pressure. Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	Frequency is expressed in terms of oscillations, or cycles, per second. Cycles per second are commonly referred to as hertz (Hz). Typical human hearing ranges from 20 Hz to 20,000 Hz.
Peak Sound Pressure (unweighted), dB re: 1 μPa	Peak sound pressure level is based on the largest absolute value of the instantaneous sound pressure over the frequency range from 20 Hz to 20,000 Hz. This pressure is expressed in this application as dB re: 1 μPa.
Root-Mean-Square (rms), dB re: 1 μPa	The rms level is the square root of the energy divided by a defined time period. For pulses, the rms has been defined as the average of the squared pressures over the time that comprise that portion of waveform containing 90 percent of the sound energy for one impact pile driving impulse.[8]
Sound Exposure Level (SEL), dB re: 1 μPa^2 sec	Sound exposure level is a measure of energy. Specifically, it is the dB level of the time integral of the squared-instantaneous sound pressure, normalized to a 1-second period. It can be an extremely useful metric for assessing cumulative exposure because it enables sounds of differing duration, to be compared in terms of total energy.
Waveforms, μPa over time	A graphical plot illustrating the time history of positive and negative sound pressure of individual pile strikes shown as a plot of μPa over time (i.e., seconds).

[8] Underwater sound measurement results obtained by Illingworth & Rodkin (2001) for the Pile Installation Demonstration Project in San Francisco Bay indicated that most impact pile driving impulses occurred over a 50 to 100 millisecond (ms) period. Most of the energy was contained in the first 30 to 50 ms. Analyses of that underwater acoustic data for various pile strikes at various distances demonstrated that the acoustic signal measured using the standard "impulse exponential time-weighting" on the sound level meter (35-ms rise time) correlated to the rms level measured over the duration of the pulse.

TABLE 3.23 DEFINITIONS OF ACOUSTICAL TERMS (CONTINUED)

Term	Definition
Frequency Spectra, dB over frequency range	A graphical plot illustrating the 6 to 12 Hz band-center frequency sound pressure over a frequency range (e.g., 10 to 5,000 Hz in this application).
A-Weighting Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A- or C-weighting filter network. The A-weighting filter de-emphasizes the low and high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective human reactions to noise.
Ambient Noise Level	The background sound level, which is a composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.

Potential Effects of Underwater Noise

The effects of pile driving on marine mammals are dependent on several factors, including the size, type, and depth of the animal; the depth, intensity, and duration of the pile driving sound; the depth of the water column; the substrate of the habitat; the standoff distance between the pile and the animal; and the sound propagation properties of the environment. Impacts to marine mammals from pile installation and removal activities are expected to result primarily from acoustic pathways. As such, the degree of effect is intrinsically related to the received level and duration of the sound exposure, which are in turn influenced by the distance between the animal and the source. The further away from the source, the less intense the exposure should be. The substrate and depth of the habitat affect the sound propagation properties of the environment. Shallow environments are typically more structurally complex which leads to rapid sound attenuation. In addition, substrates which are soft (i.e. sand) will absorb or attenuate the sound more readily than hard substrates (rock), which may reflect the acoustic wave. Soft porous substrates would also likely require less time to drive the pile, and possibly less forceful equipment, which would ultimately decrease the intensity of the acoustic source.

Impacts to marine species are expected to be the result of physiological responses to both the type and strength of the acoustic signature (Viada et al., 2008). Behavioral impacts are also expected, though the type and severity of these effects are more difficult to define due to limited studies addressing the behavioral effects of impulsive sounds on marine mammals. Potential effects from impulsive sound sources can range from brief acoustic effects such as behavioral disturbance, tactile perception, physical discomfort, slight injury of the internal organs and the auditory system, to death of the animal (Yelverton et al., 1973; O'Keefe and Young, 1984; DoN, 2001).

Physiological Responses

Direct tissue responses to impact/impulsive sound stimulation may range from mechanical vibration or compression with no resulting injury, to tissue trauma (injury). Because the ears are the most sensitive organ to pressure, they are the organs most sensitive to injury (Ketten, 2000).

Sound related trauma can be lethal or sub-lethal. Lethal impacts are those that result in immediate death or serious debilitation in or near an intense source (Ketten, 1995). Sub-lethal impacts include hearing loss, which is caused by exposure to perceptible sounds. Severe damage, from a pressure wave, to the ear can include rupture of the tympanum, fracture of the ossicles, damage to the cochlea, hemorrhage, and cerebrospinal fluid leakage into the middle ear (NMFS, 2008a). Moderate injury implies partial hearing loss. Permanent hearing loss can occur when the hair cells are damaged by one very loud event, as well as prolonged exposure to noise. Instances of TTS and/or auditory fatigue are well documented in marine mammal literature as being one of the primary avenues of acoustic impact. Temporary loss of hearing sensitivity (TTS) has been documented in controlled settings using captive marine mammals exposed to strong sound exposure levels at various frequencies (Ridgway et al., 1997; Kastak et al., 1999; Finneran et al., 2005), but it has not been documented in wild marine mammals exposed to pile driving. While injuries to other sensitive organs are possible, they are less likely since pile driving impacts occur almost entirely through acoustic pathways, versus explosive sounds which also include a shock wave which can result in damage.

No physiological responses are expected from pile installation and removal operations (including the use of pneumatic chipping) occurring during the EHW-1 Pile Replacement Project within the project area for several reasons. Firstly, vibratory pile driving and pneumatic chipping which are being utilized as the primary installation and removal methods, do not generate high enough peak sound pressure levels that are commonly associated with physiological damage. Any use of impulsive pile driving will only occur for a short period of time (~15 min per pile) and only to proof a maximum of five piles. Additionally, the mitigation measures which the Navy will be employing (see Chapter 4) will greatly reduce the chance that a marine mammal may be exposed to sound pressure levels that could cause physical harm. During impact pile driving, the Navy will employ a sound attenuation system (i.e. bubble curtain/wall) to reduce initial sound pressure levels (-10 dB reduction assumed), thus decreasing the chance of physiological impacts. Furthermore, the Navy will have trained biologists monitoring a shutdown zone equivalent to the Level A Harassment zone (inclusive of the 180 dB re: 1 μ Pa (cetaceans) and 190 dB re: 1 μ Pa (pinnipeds) isopleths) to ensure no marine mammals are injured.

Behavioral Responses

Behavioral responses to sound are highly variable and context specific. For each potential behavioral change, the magnitude of the change ultimately determines the severity of the response. A number of factors may influence an animal's response to noise, including its previous experience, its auditory sensitivity, and its biological and social status; including age and sex, and its behavioral state an activity at the time of exposure.

Habituation can occur when an animal's response to a stimulus wanes with repeated exposure, usually in the absence of unpleasant associated events (Wartzok et al., 2003/04). Animals are most likely to habituate to sounds that are predictable and unvarying. The opposite process is sensitization, when an unpleasant experience leads to subsequent responses, often in the form of avoidance, at a lower level of exposure. Behavioral state may affect the type of response as well. For example, animals that are resting may show greater behavioral change in response to disturbing noise levels than animals that are highly motivated to remain in an area for feeding (Richardson et al., 1995; NRC, 2003; Wartzok et al., 2003/04).

Controlled experiments with captive marine mammals showed pronounced behavioral reactions, including avoidance of loud sound sources (Ridgway et al., 1997; Finneran et al., 2003). Observed responses of wild marine mammals to loud pulsed sound sources (typically seismic guns or acoustic harassment devices, and also including pile driving) have been varied but often consist of avoidance behavior or other behavioral changes suggesting discomfort (Morton and Symonds, 2002; CALTRANS, 2001, 2006; also see reviews in Gordon et al., 2004; Wartzok et al., 2003/04; and Nowacek et al., 2007). Responses to continuous noise, such as vibratory pile installation, have not been documented as well as responses to pulsed sounds.

With regard to pile driving (and the use of a pneumatic chipping hammer), it is likely that the onset of pile driving could result in temporary, short term changes in the animal's typical behavior and/or avoidance of the affected area. A marine mammal may show signs that it is startled by the noise and/or may swim further away from the sound source and avoid the area. Other potential behavioral changes could include increased swimming speed, increased surfacing time, and decreased foraging in the affected area. Since pile driving will likely occur for a few hours a day, over a short period of time, it is unlikely to result in permanent displacement. Any potential impacts from pile driving activities could be experienced by individual marine mammals, but would not cause population level impacts, or affect the long-term fitness of the species.

Potential Effects of Airborne Noise

Marine mammals that occur in the project area could be exposed to airborne sounds associated with pile driving that have the potential to cause harassment, depending on their distance from pile driving activities. Airborne pile driving noise would have less impact on cetaceans than pinnipeds because noise from atmospheric sources does not transmit well underwater (Richardson et al., 1995); thus airborne noise would only be an issue for hauled-out pinnipeds in the project area. Most likely, airborne sound would cause behavioral responses similar to those discussed above in relation to underwater noise. For instance, anthropogenic sound could cause hauled out pinnipeds to exhibit changes in their normal behavior, such as reduction in vocalizations, or cause them to temporarily abandon their habitat and move further from the source. Marine mammal observations during pile driving associated with the San Francisco-Oakland Bay Bridge provide realistic information regarding potential effects of airborne noise. Harbor seals and California sea lions monitored during pile driving which were hauled out 0.9 miles from pile driving barges did not react to pile driving noise, although the number of hauled out individuals increased during periods of construction activity, suggesting that noise could be disturbing them while in the water. Some harbor seals were noted moving away after the initiation of pile driving. In most observations, the seals in the vicinity at the onset of pile driving responded by looking toward the barges and exhibiting other signs of alertness and swimming away (Caltrans, 2001; 2006). Studies by Blackwell et al. (2004) and Moulton et al. (2005) indicate a tolerance or lack of response to unweighted airborne sounds as high as 112 dB peak and 96 dB rms. Based on these observations marine mammals could exhibit temporary behavioral reactions to airborne noise, however, exposure is not likely to result in population level impacts. Injury or Level A harassment is not expected to occur from airborne noise.

Thresholds and Criteria for Pile Driving

Since 1997, NMFS has used generic sound exposure thresholds to determine when an activity in the ocean that produces sound might result in impacts to a marine mammal such that a take by harassment might occur (70 FR 1871). To date, no studies have been conducted that examine impacts to marine mammal from pile driving sounds from which empirical noise thresholds have been established. Current NMFS practice regarding exposure of marine mammals to high level sounds is that cetaceans and pinnipeds exposed to impulsive sounds of 180 and 190 dB rms or above, respectively, are considered to have been taken by Level A (i.e., injurious) harassment. Behavioral harassment (Level B) is considered to have occurred when marine mammals are exposed to sounds at or above 160dB rms for impulse sounds (e.g., impact pile driving) and 120dB rms for continuous noise (*e.g.*, vibratory pile driving, pneumatic chipping), but below injurious thresholds. The application of the 120 dB rms threshold can sometimes be problematic because this threshold level can be either at or below the ambient noise level of certain locations. In fact, there is no evidence that pinnipeds will react to continuous sounds at this level and more research is needed (Hollingshead, 2008, pers. comm.). As a result, these levels are considered precautionary (NMFS, 2009; 74 FR 41684). NMFS is developing new science-based thresholds to improve and replace the current generic exposure level thresholds, but the criteria have not been finalized (Southall et al., 2007). The current Level A (injury) and Level B (disturbance) thresholds are provided in Table 3.24.

As described above for underwater sound injury and harassment thresholds, NMFS uses generic sound exposure thresholds to determine when an activity in the ocean that produces airborne sound might result in impacts to marine mammals (70 FR 1871). Pile driving airborne noise would have little impact to cetaceans because noise from airborne sources would not transmit well underwater (Richardson et al. 1995); thus, noise would primarily affect only hauled-out pinnipeds near the EHW-1 Project area. NMFS has identified behavioral harassment threshold criteria for airborne noise generated by pile driving for pinnipeds protected under the MMPA. Level A injury threshold criteria for airborne noise have not been established. The Level B behavioral harassment threshold for harbor seals is 90 dB rms (unweighted) re: 20 μPa and for all other pinnipeds is 100 dB rms (unweighted) re: 20 μPa. These thresholds are provided in Table 3.24.

Determining Expected Sound Pressure Levels

In-water construction activities associated with the proposed action would include the use of impact and vibratory pile driving, as well as pneumatic chipping tools. The sounds produced by these activities fall into one of two sound types: pulsed and non-pulsed (defined below). Impact pile driving produces pulsed sounds, while vibratory pile driving and pneumatic chippers produce non-pulsed (or continuous) sounds. The distinction between these two general sound types is important because they have differing potential to cause physical effects, particularly with regard to hearing (e.g. Ward, 1997 as cited in Southall et al., 2007).

TABLE 3.24 INJURY AND DISTURBANCE THRESHOLDS FOR UNDERWATER AND AIRBORNE SOUNDS

Marine Mammals	**Airborne Marine Construction Criteria** (Impact & Vibratory Pile Driving) **(re 20 µPa)**	**Underwater Vibratory Driving & Chipping Hammer[1] Criteria** (*e.g.* non-pulsed/continuous sounds) **(re 1 µPa)**		**Underwater Impact Pile Driving Criteria** (*e.g.* pulsed sounds) **(re 1 µPa)**	
	Disturbance Guideline Threshold (Haulout)[2]	**Level A Injury Threshold**	**Level B Disturbance Threshold**	**Level A Injury Threshold**	**Level B Disturbance Threshold**
Cetaceans (whales, dolphins, porpoises)	N/A	180 dB rms	120 dB rms	180 dB rms	160 dB rms
Pinnipeds (seals, sea lions, walrus; except harbor seal)	100 dB rms (unweighted)	190 dB rms	120 dB rms	190 dB rms	160 dB rms
Harbor seal	90 dB rms (unweighted)	190 dB rms	120 dB rms	190 dB rms	160 dB rms

[1] Specific criteria for pneumatic chipping hammers do not exist. These tools produce continuous sounds similar to vibratory pile driving and therefore use the same criteria for the analysis of effects.
[2] Sound level at which pinnipeds haulout disturbance has been documented. Not an official threshold, but used as a guideline.
dB = decibel; N/A = not applicable; rms = root mean square

Pulsed sounds (e.g. explosions, gunshots, sonic booms, seismic air gun pulses, and impact pile driving) are brief, broadband, atonal transients (ANSI, 1986; Harris, 1998) and occur either as isolated events or repeated in some succession (Southall et al., 2007). Pulsed sounds are all characterized by a relatively rapid rise from ambient pressure to a maximal pressure value followed by a decay period that may include a period of diminishing, oscillating maximal and minimal pressures (Southall et al., 2007). Pulsed sounds generally have an increased capacity to induce physical injury as compared with sounds that lack these features (Southall et al., 2007).

Non-pulse (intermittent or continuous sounds) can be tonal, broadband, or both (Southall et al., 2007). Some of these non-pulse sounds can be transient signals of short duration but without the essential properties of pulses (e.g. rapid rise time) (Southall et al., 2007). Examples of non-pulse sounds include vessels, aircraft, machinery operations such as drilling or dredging, vibratory pile driving, pneumatic chipping, and active sonar systems (Southall et al., 2007). The duration of such sounds, as received at a distance, can be greatly extended in highly reverberant environments (Southall et al., 2007).

Underwater Noise from Pile driving

The intensity of pile driving sounds is greatly influenced by factors such as the type of piles, hammers, and the physical environment in which the activity takes place. A large quantity of literature regarding sound pressure levels recorded from pile driving projects is available for consideration. In order to determine reasonable sound pressure levels and their associated affects on marine mammals that are likely to result from pile driving at NBK at Bangor, studies with similar properties to the proposed action were evaluated. Sound levels associated with vibratory pile removal are the same as those during vibratory installation (Caltrans, 2007) and have been taken into consideration in the modeling analysis. A lack of empirical data exists regarding the acoustic output of chipping hammers. As a result, acoustic information for similar types of concrete breaking instruments, such as jackhammers, concrete saws, etc. was also consulted. Additionally, NMFS' recent opinion in the Port of Anchorage LOA (NMFS 2009, 74 FR 35136) provided guidance with our acoustic assessment. For instance, NMFS noted that "chipping hammers operate at 19 percent of the energy that is required for a vibratory pile driving hammer". Overall, studies which met the following parameters were considered:

1. Pile materials: Installation - hollow steel pipe piles (30" diameter); Removal – steel pipe piles (12 – 24" diameter); Removal – concrete piles (24" diameter)
2. Hammer machinery: Installation (steel)- vibratory and impact hammer, Removal (steel) – vibratory hammer; Removal (concrete)- pneumatic chipping and/or jackhammer
3. Physical environment - shallow depth (<100 ft [30 m]).

The tables below detail representative pile driving sound pressure levels that have been recorded from similar construction activities in recent years. Due to the similarity of these actions and the Navy's proposed action, they represent reasonable sound pressure levels which could be anticipated and these values were used in the acoustic modeling and analysis. Table 3.25 represents SPLs that may be expected during the installation of the 30-inch hollow steel pipe piles using an impact hammer.

Table 3.26 represents SPLs that may be expected during the installation of the 30-inch steel piles using a vibratory hammer. Table 3.27 represents SPLs that may be expected during the removal of the 12 to 24-inch steel pipe piles. Caltrans, 2007. Table 3.28 represents SPLs that may be expected during the removal of the 24-inch concrete pilings.

TABLE 3.25 UNDERWATER SOUND PRESSURE LEVELS EXPECTED DURING IMPACT INSTALLATION BASED ON SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
Richmond San Rafael Bridge, CA[1]	30-inch Steel Pipe Pile	Impact	4-5 m	190 dB re: 1 µPa (rms) at 10 m
Eagle Harbor Maintenance Facility, WA[2]	30-inch Steel Pipe Pile	Impact	10 m (33 feet)	193 dB re: 1 µPa (rms) at 10 m
Friday Harbor Ferry Terminal, WA[3]	30-inch Steel Pipe Pile	Impact	10 m (33 feet)	196 dB re: 1 µPa (rms) at 10 m
Various Projects[4]	30-inch Steel CISS Pile	Impact	?	192 dB re: 1 µPa (rms) at 10 m
			Average	~ 193 dB re: 1 µPa

Sources: 1Caltrans, 2007; 2 WSDOT, 2008; 3 WSDOT, 2005; 4Reyff, 2005

TABLE 3.26 UNDERWATER SOUND PRESSURE LEVELS EXPECTED DURING VIBRATORY INSTALLAITON BASED ON SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
Keystone Ferry Terminal, WA[1]	30-inch Steel Pipe Pile	Vibratory	~5 m (15 ft)	166 dB re: 1 µPa (rms) at 10 m
Keystone Ferry Terminal, WA[1]	30-inch Steel Pipe Pile	Vibratory	~8 m (28 ft)	171 dB re: 1 µPa (rms) at 10 m
Vashon Ferry Terminal, WA[2]	30-inch Steel Pipe Pile	Vibratory	10-12 m (36-40 ft)	165 dB re: 1 µPa (rms) at 10 m
			Average	~ 168 dB re: 1 µPa (rms) at 10 m

Sources: [1]WSDOT, 2010a; [2] WSDOT, 2010b;

TABLE 3.27 UNDERWATER SOUND PRESSURE LEVELS EXPECTED DURING STEEL PILE REMOVAL BASED ON SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
Unknown, CA[1]	24-inch Steel Pipe Pile	Vibratory	~15 m	165 dB re: 1 µPa (rms) at 10 m

Sources: [1]Caltrans, 2007

TABLE 3.28 UNDERWATER SOUND PRESSURE LEVELS EXPECTED DURING CONCRETE PILE REMOVAL BASED ON SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
United Kingdom[1]	Unknown size[2], Concrete	Jackhammer	NR	161 dB re: 1 μPa (rms) at 1 m

Sources: [1]Nedwell & Howell, 2004
[2] This is the only underwater reading available for the use of a jackhammer/pneumatic chipping tool. The size of the pile was not recorded. Since these tools operate to chip portions of concrete from the pile, its sound output may not be tied to the size of the pile itself as impact and vibratory pile drivers are. Therefore, this data was found to be representative for this project.

Airborne Noise from Pile Driving

Pile driving can generate airborne noise that could potentially result in disturbance to marine mammals (pinnipeds) which are hauled out or at the water's surface near the project area. In order to determine reasonable airborne sound pressure levels and their associated affects on marine mammals that are likely to result from pile driving at NBK at Bangor, studies with similar properties to the proposed action were evaluated. Studies which met the following parameters were considered:

1. Pile materials: Installation - hollow steel pipe piles (24-42" diameter); Removal – steel pipe piles (12 – 30" diameter); Removal – concrete piles (24" diameter)
2. Hammer machinery: Installation (steel)- vibratory and impact hammer, Removal (steel) – vibratory hammer; Removal (concrete)- pneumatic chipping and/or jackhammer
3. Physical environment - shallow depth (<100 ft [30 m]).

The tables below detail representative airborne pile driving sound pressure levels that have been recorded from similar construction activities in recent years. Due to the similarity of these actions and the Navy's proposed action, they represent reasonable sound pressure levels which could be anticipated and these values were used in the acoustic modeling and analysis. Table 3.29 represents SPLs that may be expected during the installation of the 30-inch hollow steel pipe piles using an impact hammer.

TABLE 3.29 AIRBORNE SOUND PRESSURE LEVELS EXPECTED DURING IMPACT INSTALLATION FROM SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
Northstar Island, AK[1]	42- inch Steel Pipe Pile	Impact	~12 m (40 feet)	97 dB re: 20 μPa (rms) at 525 feet
Friday Harbor Ferry Terminal, WA[2]	24-inch Steel Pipe	Impact	~10 m (33 feet)	112 dB re: 20 μPa (rms) at 160 feet
			Average	120 dB re: 20 μPa (rms) at 50 feet

Sources: [1]Blackwell et al., 2004; [2]WSDOT, 2005

Table 3.31 represents SPLs that may be expected during the installation of the 30-inch steel piles using a vibratory hammer. Table 3.31 represents SPLs that may be expected during the removal of the 12 to 24-inch steel pipe piles. Table 3.32 represents SPLs that may be expected during the removal of the 24-inch concrete pilings.

TABLE 3.30 AIRBORNE SOUND PRESSURE LEVELS EXPECTED DURING VIBRATORY INSTALLATION FROM SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
Keystone Ferry Terminal, WA[1]	30- inch Steel Pipe Pile	Vibratory	~9 m (30 feet)	98 dB re: 20 µPa (rms) at 36 feet

Sources: [1]WSDOT, 2010c

TABLE 3.31 AIRBORNE SOUND PRESSURE LEVELS EXPECTED DURING STEEL PILE REMOVAL FROM SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
Wahkiakum Ferry Terminal[1]	18- inch Steel Pipe Pile	Vibratory	~3-4 m (10-12 feet)	87.5 dB re: 20 µPa (rms) at 50 feet
Keystone Ferry Terminal, WA[1]	30- inch Steel Pipe Pile	Vibratory	~9 m (30 feet)	98 dB re: 20 µPa (rms) at 36 feet
Sources: [1]WSDOT, 2010c			**Average**	92 dB re: 20 µPa (rms) at 50 feet

TABLE 3.32 AIRBORNE SOUND PRESSURE LEVELS EXPECTED DURING CONCRETE PILE REMOVAL FROM SIMILAR IN-SITU MONITORED ACTIVITIES

Project & Location	Pile Size &Type	Installation Method	Water Depth	Measured Sound Pressure Levels
Unknown[1]	Unknown[2], Concrete	Chipping Hammer	?	92 dB re: 20 µPa (rms) at 10 m

Sources: [1]Cheremisinoff, 1996;
[2] This is the only underwater reading available for the use of a jackhammer/pneumatic chipping tool. The size of the pile was not recorded. Since these tools operate to chip portions of concrete from the pile, its sound output may not be tied to the size of the pile itself as impact and vibratory pile drivers are. Therefore, this data was found to be representative for this project.

Calculating Distance to Sound Thresholds

Underwater Noise from Pile Driving

Pile driving would generate underwater noise that potentially could result in disturbance to marine mammals swimming by the project area. Transmission loss (TL) underwater is the decrease in acoustic intensity as an acoustic pressure wave propagates out from a source. TL parameters vary with frequency, temperature, sea conditions, current, source and receiver depth, water depth, water chemistry, and bottom composition and topography. The formula for transmission loss is:

$$TL = B * \log_{10}(R) + C * R,$$

Where:

B = logarithmic (predominantly spreading) loss
C = linear (scattering and absorption) loss
R = range from source in meters

For all underwater calculations in this assessment, linear loss (C) was not used (i.e. C=0) and transmission loss was calculated using only logarithmic spreading. Therefore, using practical spreading (B=15), the revised formula for transmission loss is TL = 15 log10 (R).

For the EHW-1 Pile Replacement Project, the Navy intends to employ noise reduction techniques during impact pile driving, including the use of a bubble curtain (or bubble wall). Additionally, vibratory pile driving and pneumatic chipping will be the primary installation and removal methods. The calculations of the distances to the marine mammal noise thresholds were calculated for impact installation with and without consideration for mitigation measures. Distances calculated with consideration for mitigation assumed a 10 dB reduction in source levels from the utilization of sound attenuation devices (i.e. bubble curtain/wall). The Navy will be using the mitigated distances for impact pile driving for all further analysis in this EA. All calculated distances to and the area encompassed by the marine mammal noise thresholds are provided in Table 3.33 through Table 3.35 respectively.

TABLE 3.33 CALCULATED DISTANCE(S) TO AND AREA(S) ENCOMPASSED BY THE UNDERWATER MARINE MAMMAL NOISE THRESHOLDS DURING PILE INSTALLATION

Species	Threshold	Without Mitigation (m)[1]	-10 dB Mitigation (m)[1]	Distance in (km)	Area in (km^2)
Pinnipeds	Impact Driving Injury (190 dB rms)	16	4	0.004	0.00005
Cetaceans	Impact Driving Injury (180 dB rms)	74	16	0.016	0.0008
All Marine Mammals	Impact Driving Disturbance (160 dB rms)	1,585	342	0.342	0.367
Pinnipeds	Vibratory Driving Injury (190 dB rms)	0	NA	0.000	0.000
Cetaceans	Vibratory Driving Injury (180 dB rms)	2	NA	0.002	0.00001
All Marine Mammals	Vibratory Driving Disturbance (120 dB rms)	15,849[2]	NA	15.849[2]	789.139[2]

All sound levels expressed in dB re: 1 µPa rms. dB = decibel; rms = root-mean-square; µPa = microPascal
Practical spreading loss (15 log, or 4.5 dB per doubling of distanced) used for calculations.
[1]Sound pressure levels used for calculations were: 193 dB re: 1 µPa @ 10m for impact and 168 dB re: 1 µPa @ 10m for vibratory
[2]Range calculated is greater than what would be realistic. Hood Canal average width at site is 2.4 km, and is fetch limited from N to S at 20.3 km.

TABLE 3.34 CALCULATED DISTANCE(S) TO AND AREA(S) ENCOMPASSED BY THE UNDERWATER MARINE MAMMAL NOISE THRESHOLDS DURING STEEL PILE REMOVAL

Species	Threshold	Distance in (m)	Distance in (km)	Area in (km^2)
Pinnipeds	Vibratory Driving Injury (190 dB rms)	0	0.000	0.000
Cetaceans	Vibratory Driving Injury (180 dB rms)	1	0.001	0.000003
All Marine Mammals	Vibratory Driving Disturbance (120 dB rms)	10,000[2]	10.0[2]	314.159[2]

All sound levels expressed in dB re: 1 μPa rms.
dB = decibel; rms = root-mean-square; μPa = microPascal
Practical spreading loss (15 log, or 4.5 dB per doubling of distanced) used for calculations.
[1]Sound pressure levels used for calculations were: 165 dB re: 1 μPa @ 10m for vibratory
[2]Range calculated is greater than what would be realistic. Hood Canal average width at site is 2.4 mi, and is fetch limited from N to S at 12.6 mi.

TABLE 3.35 CALCULATED DISTANCE(S) TO AND AREA(S) ENCOMPASSED BY THE UNDERWATER MARINE MAMMAL NOISE THRESHOLDS DURING CONCRETE PILE REMOVAL

Species	Threshold	Distance in (m)	Distance in (km)	Area in (km^2)
Pinnipeds	Chipping Hammer Injury (190 dB rms)	0	0.000	0.000
Cetaceans	Chipping Hammer Injury (180 dB rms)	0	0.000	0.000
All Marine Mammals	Chipping Hammer Disturbance (120 dB rms)	542[2]	.542[2]	0.929[2]

All sound levels expressed in dB re: 1 μPa rms. dB = decibel; rms = root-mean-square; μPa = microPascal
Practical spreading loss (15 log, or 4.5 dB per doubling of distanced) used for calculations.
[1]Sound pressure levels used for calculations were: 161 dB re: 1 μPa @ 1m for jackhammer
[2]Range calculated is greater than what would be realistic. Hood Canal average width at site is 2.4 km, and is fetch limited from N to S at 20.3 km

The calculations presented in Table 3.33 through Table 3.35 assumed a field free of obstruction, which is unrealistic, however, because Hood Canal does not represent open water conditions (free field) and therefore, sounds would attenuate as they encountered land masses or bends in the canal. As a result, some of the distances and areas of impact calculated cannot actually be attained at the project area. The actual distances to the behavioral disturbance thresholds for both impact and vibratory pile driving may be shorter than those calculated due to the irregular contour of the waterfront, the narrowness of the canal, and the maximum fetch (furthest distance sound waves travel without obstruction [i.e. line of site]) at the project area. Table 3.36 through Table 3.38 depicts the actual areas encompassed by the marine mammal thresholds during each stage of the EHW-1 Pile Replacement Project. Figures 3-15 through 3.18 depict the areas of each underwater sound threshold that are predicted to occur at the project area due to pile driving for marine mammals (cetaceans and pinnipeds) during each stage of the EHW-1 Pile Replacement project.

TABLE 3.36 ACTUAL AREA(S) ENCOMPASSED BY THE UNDERWATER MARINE MAMMAL THRESHOLDS FROM PILE INSTALLATION

Species	Threshold	Distance with Mitigation (m)	Distance in km	Predicted Area in km^2	Actual Area in km^2
Pinnipeds	Impact Driving Injury (190 dB rms)	4	0.004	0.00005	0.000
Cetaceans	Impact Driving Injury (180 dB rms)	16	0.016	0.0008	0.001
All Marine Mammals	Impact Driving Disturbance (160 dB rms)	342	0.342	0.367	0.287
Pinnipeds	Vibratory Driving Injury (190 dB rms)	0	0.000	0.000	0.000
Cetaceans	Vibratory Driving Injury (180 dB rms)	2	0.002	0.00001	0.000
All Marine Mammals	Vibratory Driving Disturbance (120 dB rms)	15,849	15.849	789.139	40.273

TABLE 3.37 ACTUAL AREA(S) ENCOMPASSED BY THE UNDERWATER MARINE MAMMAL NOISE THRESHOLDS DURING STEEL PILE REMOVAL

Species	Threshold	Distance in (m)	Distance in (km)	Predicted Area in (km^2)	Actual Area in (km^2)
Pinnipeds	Vibratory Driving Injury (190 dB rms)	0	0.000	0.000	0.000
Cetaceans	Vibratory Driving Injury (180 dB rms)	1	0.001	0.000003	0.000
All Marine Mammals	Vibratory Driving Disturbance (120 dB rms)	10,000	10.0	314.159	35.870

TABLE 3.38 ACTUAL AREA(S) ENCOMPASSED BY THE UNDERWATER MARINE MAMMAL NOISE THRESHOLDS DURING CONCRETE PILE REMOVAL

Species	Threshold	Distance in (m)	Distance in (km)	Area in (km^2)	Actual Area in (km^2)
Pinnipeds	Chipping Hammer Injury (190 dB rms)	0	0.000	0.000	0.000
Cetaceans	Chipping Hammer Injury (180 dB rms)	0	0.000	0.000	0.000
All Marine Mammals	Chipping Hammer Disturbance (120 dB rms)	542	.542	0.929	0.608

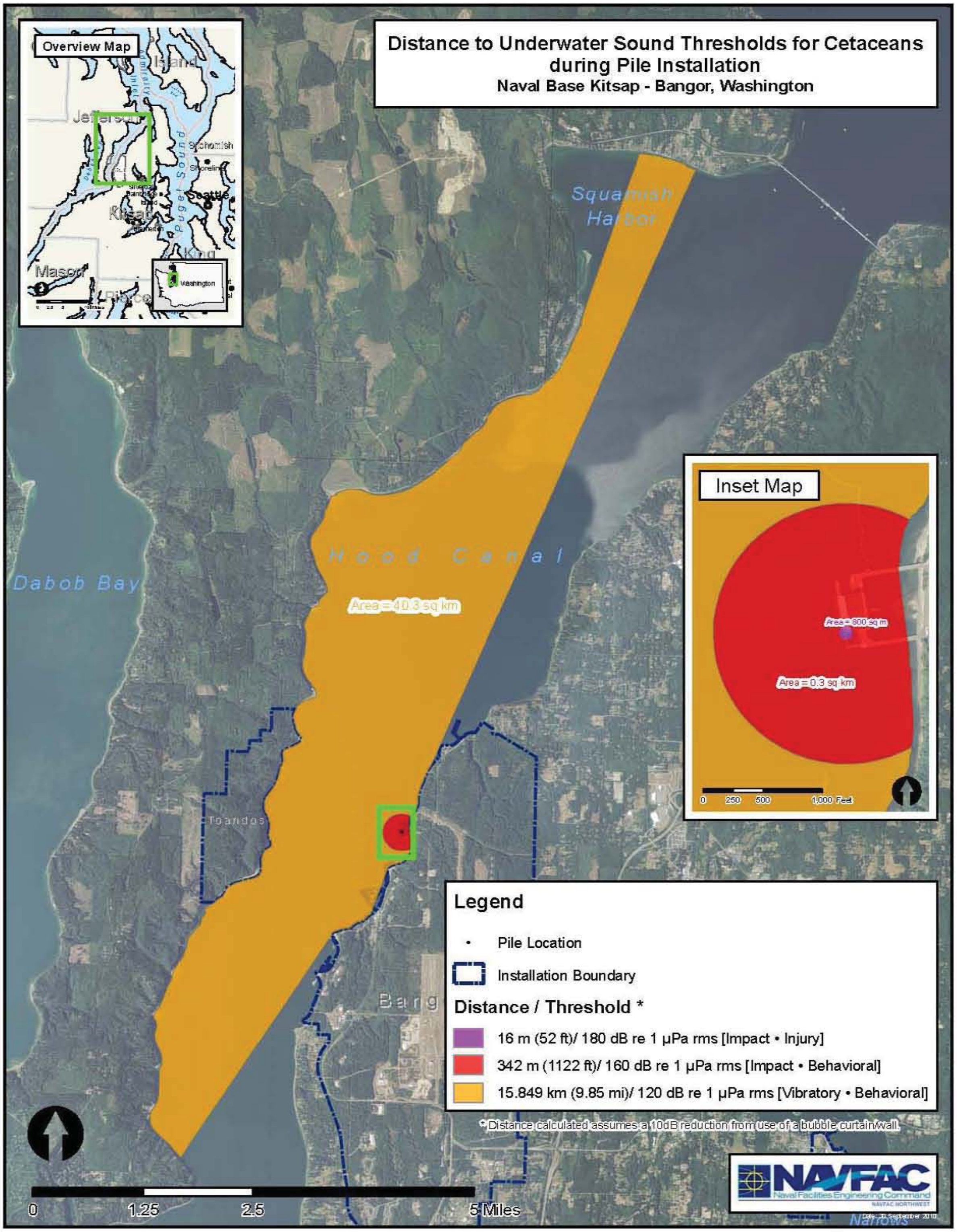


Figure 3-15 Distance(s) (m) to NMFS Underwater Sound Threshold for Cetaceans from Impact & Vibratory Pile Driving During Installation

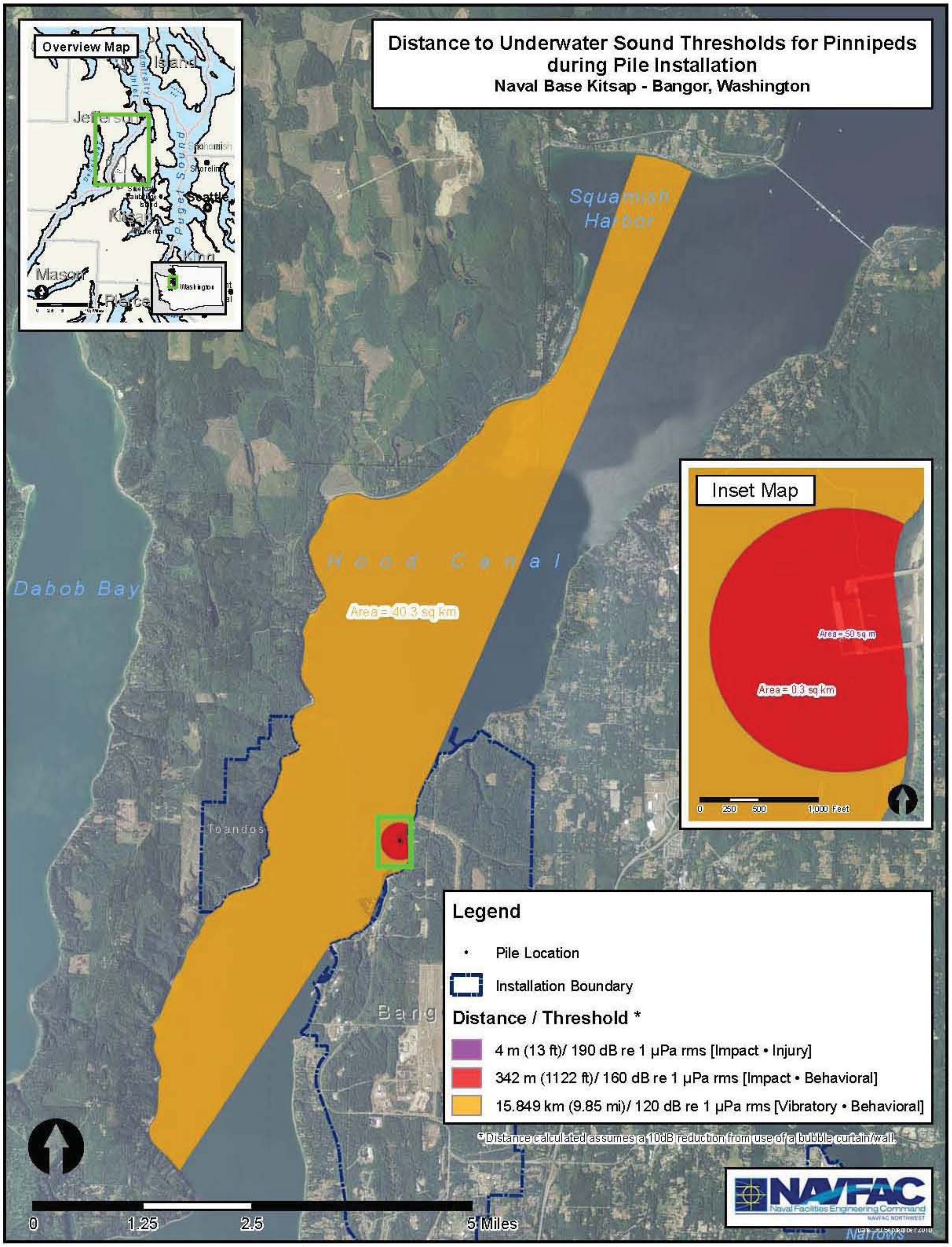


Figure 3-16 Distance(s) (m) to NMFS Underwater Sound Thresholds for Pinnipeds from Impact & Vibratory Pile Driving During Installation

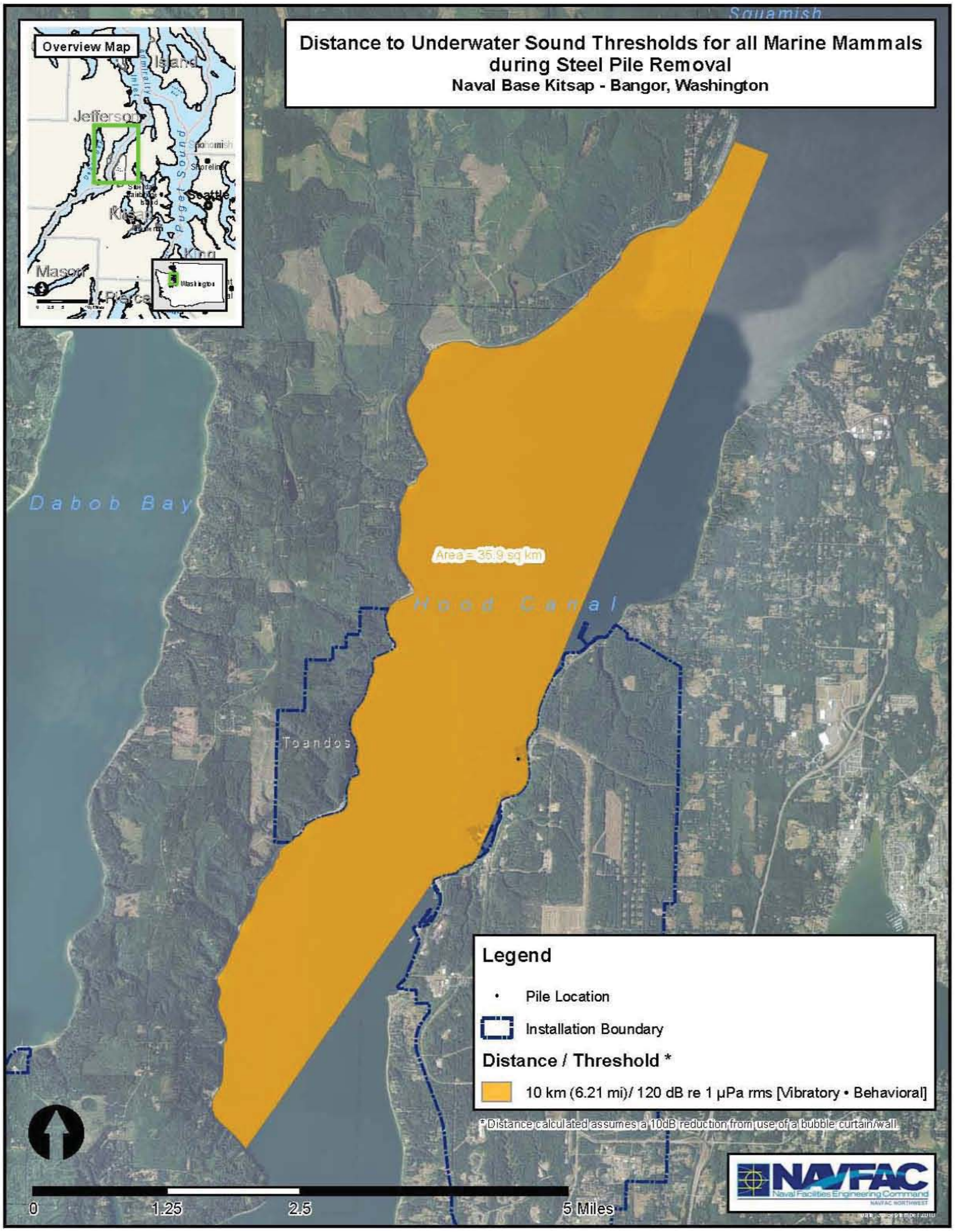


Figure 3-17 Distance(s) (m) to NMFS Underwater Sound Thresholds for all Marine Mammals from Vibratory Pile Driving During Steel Pile Removal

Figure 3-18 Distance(s) (m) to NMFS Underwater Sound Thresholds for all Marine Mammals from a Chipping Hammer During Concrete Removal

Airborne Noise from Pile Driving

Pile driving would generate airborne noise that potentially could result in disturbance to marine mammals hauled out or at the surface in the vicinity of the project area. Transmission loss (TL) in air is the decrease in acoustic intensity as an acoustic pressure wave propagates out from a source. A spherical spreading loss model, assuming average atmospheric conditions, was used to estimate the distance to the 100 dB and 90 dB re: 20 µPa rms (unweighted) airborne thresholds for all pinnipeds (except harbor seals) and harbor seals, respectively. The formula for calculating spherical spreading loss is:

$$TL = 20\log r$$

Where:

TL = Transmission loss
r = Distance from source to receiver
*Spherical spreading results in a 6 dB decrease in sound pressure level per doubling of distance.

All calculated distances to and the total area encompassed by the marine mammal noise thresholds are provided in Table 3.39 through Table 3.41. Figures 3-19 through 3-24 depict the actual distances for each airborne sound threshold that are predicted to occur at the project area due to pile driving for pinnipeds. All airborne distances are less than those calculated for underwater sound thresholds, with the exception of the behavioral disturbance distance from impact pile driving for harbor seals. Therefore, the monitoring buffer zone for behavioral disturbance will be expanded to encompass this distance. All construction noise associated with the project area would not extend beyond the buffer zone (see Chapter 4 – Mitigation) that would be established to protect seals and sea lions.

TABLE 3.39 CALCULATED DISTANCE(S) TO AND ENCOMPASSED BY THE MARINE MAMMAL THRESHOLDS IN AIR FROM INSTALLATION

Species	Threshold	Airborne Behavioral Disturbance		
		Distance (m)	Distance (km)	Area (km^2)
Pinnipeds (except harbor seal)	100dB rms (impact disturbance)	159 m (522 feet)	0.159	0.079
Pinnipeds (except harbor seal)	100dB rms (vibratory disturbance)	9 m (30 feet)	0.009	0.00025
Harbor seal	90dB rms (impact disturbance)	501 m (1643 feet)	0.501	0.789
Harbor seal	90dB rms (vibratory disturbance)	29 m (95 feet)	0.029	0.0026

All sound pressure levels are reported re 20 µPa rms (unweighted)

TABLE 3.40 CALCULATED DISTANCE(S) TO AND ENCOMPASSED BY THE MARINE MAMMAL THRESHOLDS IN AIR FROM STEEL PILE REMOVAL

Species	Threshold	Airborne Behavioral Disturbance		
		Distance (m)	Distance (km)	Area (km^2)
Pinnipeds (except harbor seal)	100dB rms (vibratory disturbance)	7 m (23 feet)	0.007	0.00015
Harbor seal	90dB rms (vibratory disturbance)	20 m (66 feet)	0.020	0.00126

All sound pressure levels are reported re 20 µPa rms (unweighted)

TABLE 3.41 CALCULATED DISTANCE(S) TO AND ENCOMPASSED BY THE MARINE MAMMAL THRESHOLDS IN AIR FROM CONCRETE PILE REMOVAL

Species	Threshold	Airborne Behavioral Disturbance		
		Distance (m)	Distance (km)	Area (km^2)
Pinnipeds (except harbor seal)	100dB rms (Chipping Hammer disturbance)	4 m (13 feet)	0.004	0.00005
Harbor seal	90dB rms (Chipping Hammer disturbance)	13 m (43 feet)	0.013	0.0005

All sound pressure levels are reported re 20 µPa rms (unweighted)

Sound Exposure Modeling

The exposure calculations presented here relied on the best available data currently available for marine mammal populations in Hood Canal. The population data used are discussed within Sections 3.9.1.2 and 3.9.1.3. A formula was developed for calculating exposures due to pile installation and removal operations and was applied to each marine mammal group specific noise impact threshold. The formula is founded on the following assumptions:

- Each species population is at least as large as any previously documented highest population estimate.
- All pilings to be installed would have a noise disturbance distance equal to the piling that causes the greatest noise disturbance (i.e. the piling furthest from shore).
- Pile installation and removal could potentially occur every day of the in-water work window; however, it is estimated that no more than a few hours of pile driving will occur per day. An average of 2 steel piles will be installed and removed per day, or an average of 3 concrete piles will be installed or removed per day
- Some degree of mitigation (i.e. sound attenuation system, etc.) will be utilized during all impact pile driving, as discussed previously.
- An individual can only be taken once per method of installation/removal during a 24-hour period.

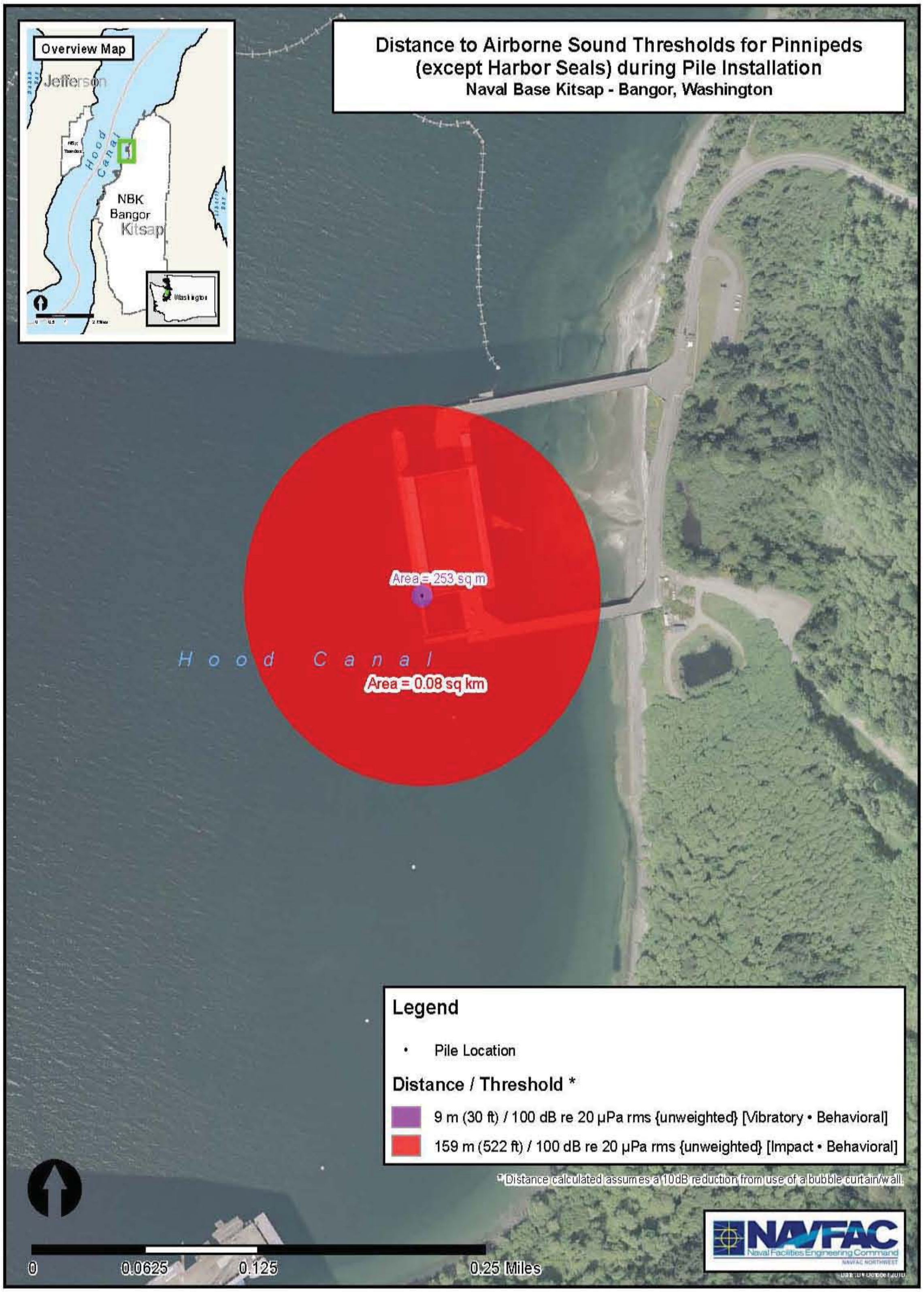


Figure 3-19 Distance(s) (m) to NMFS Airborne Sound Thresholds for Pinnipeds (except harbor seals) from Impact and Vibratory Pile Driving During Installation

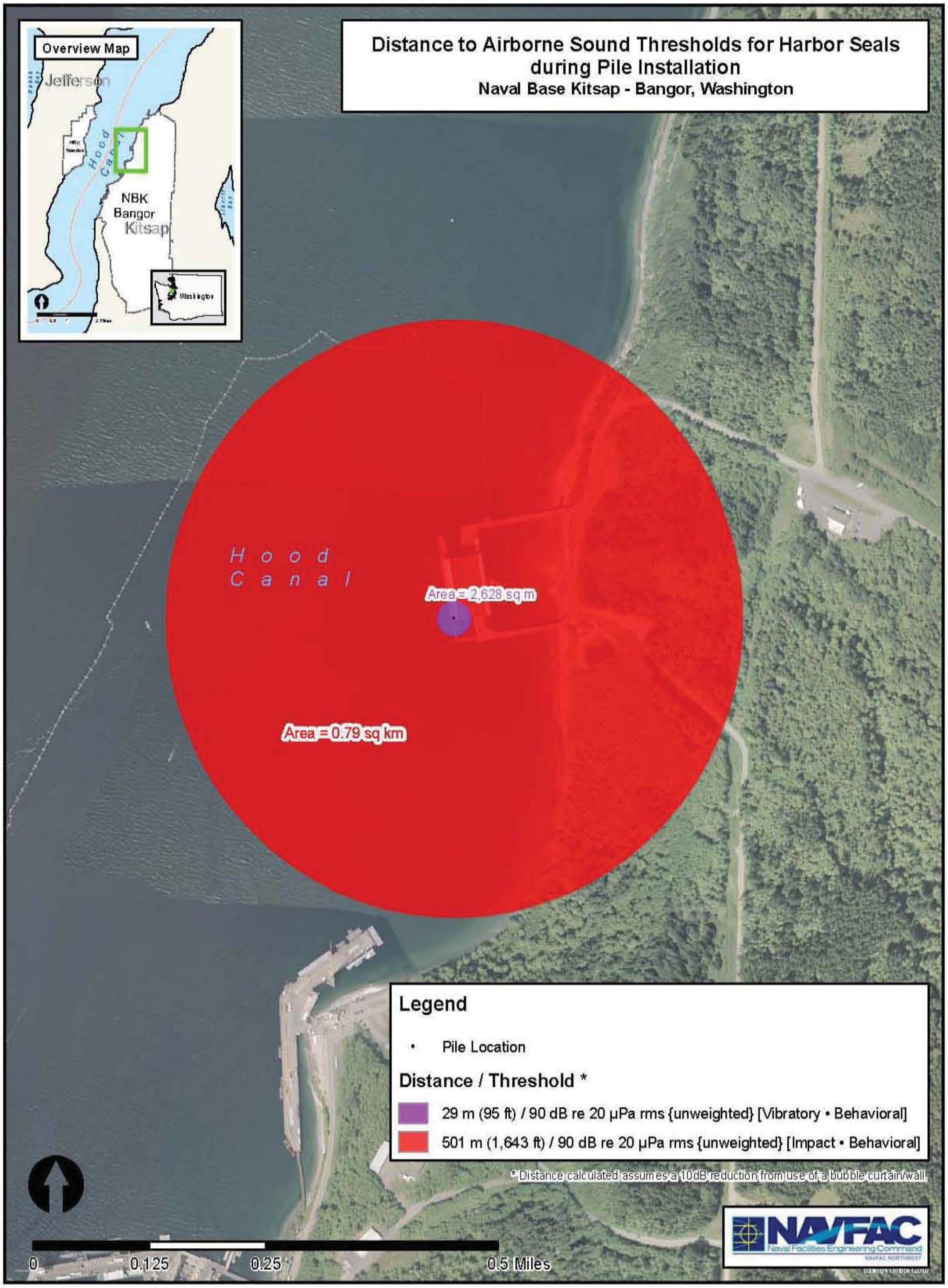


Figure 3-20 Distance(s) (m) to NMFS Airborne Sound Thresholds for Harbor Seals from Impact and Vibratory Pile Driving During Installation

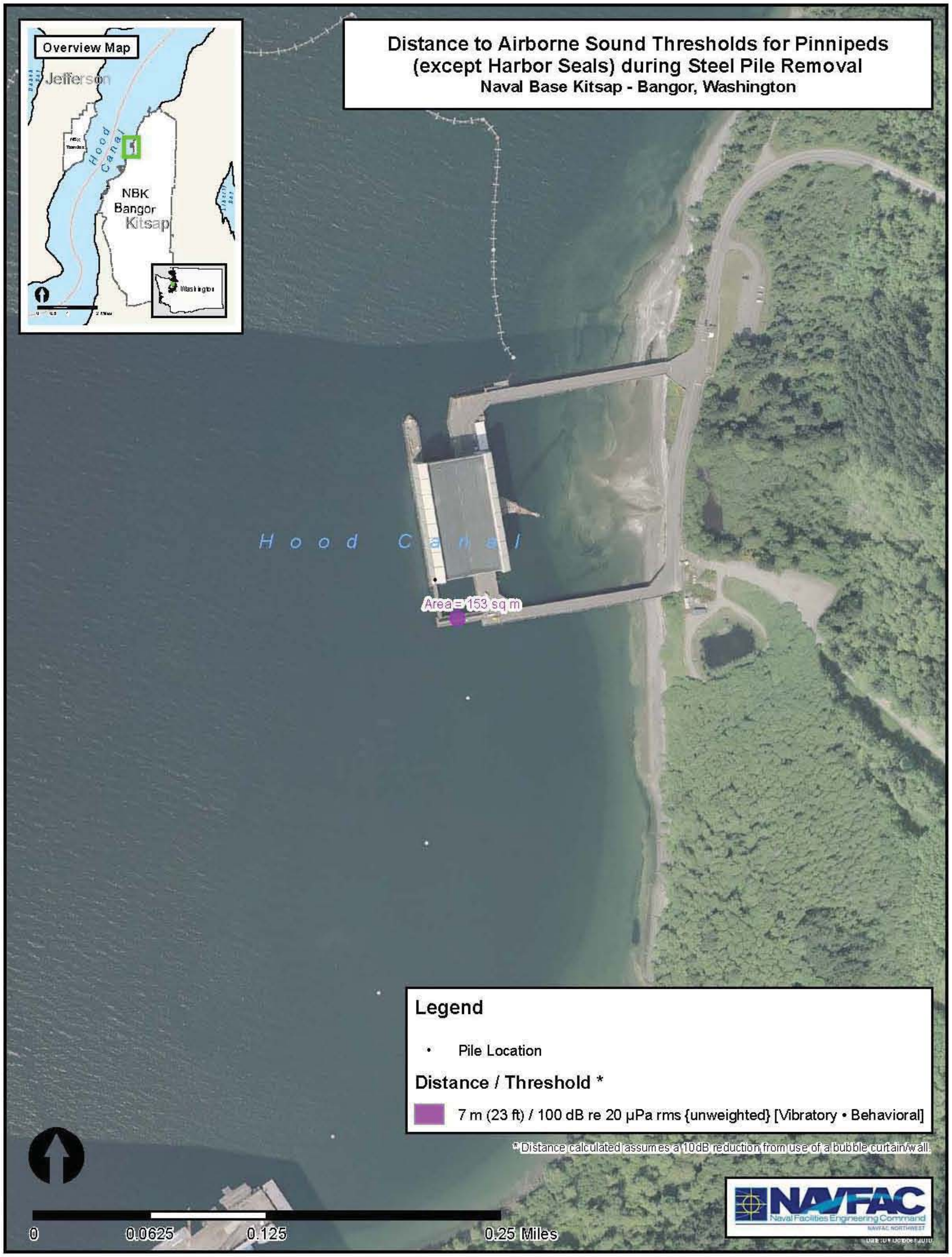


Figure 3-21 Distance(s) (m) to NMFS Airborne Sound Thresholds for Pinnipeds (except harbor seals) from Vibratory Pile Driving During Steel Pile Removal

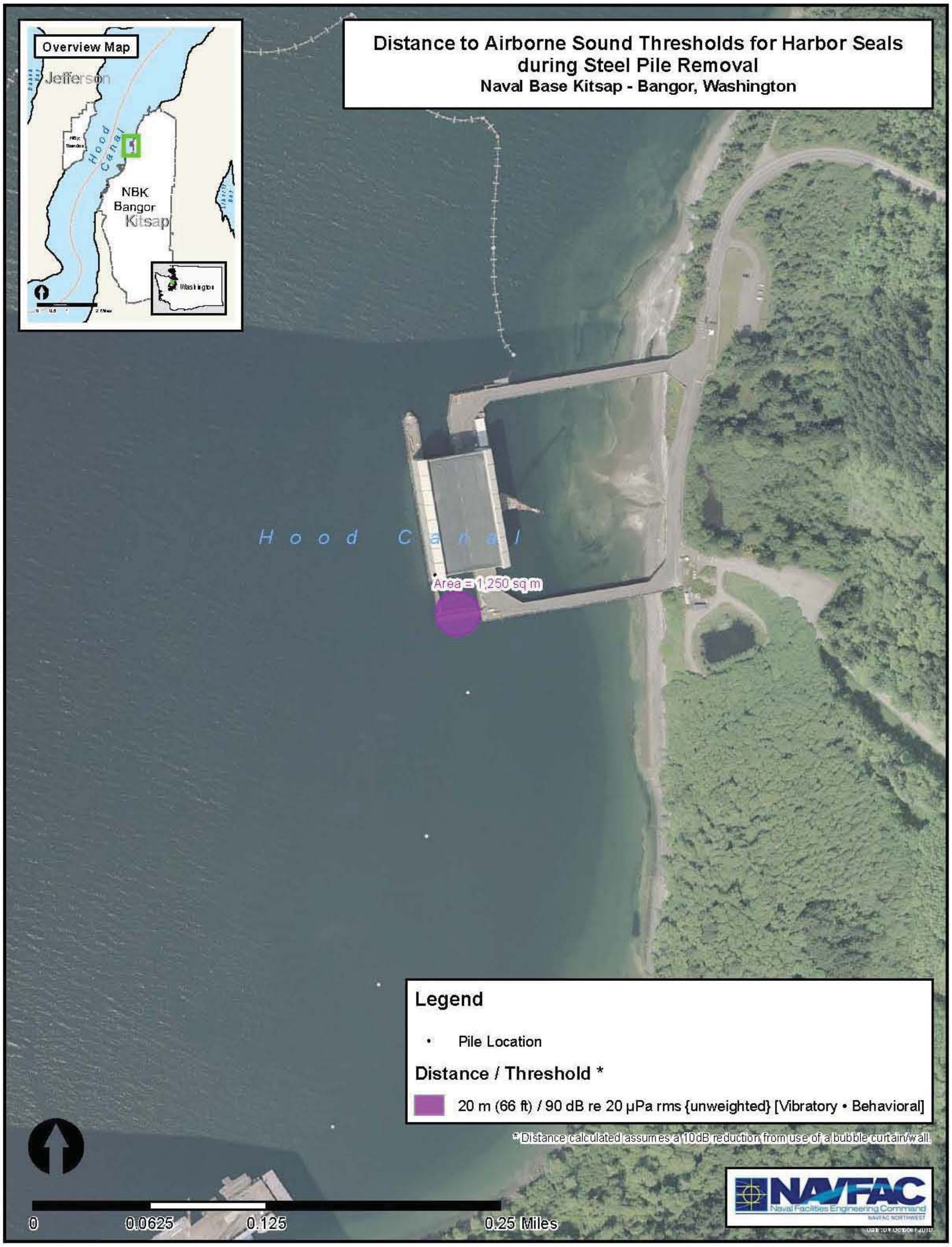


Figure 3-22 Distance(s) (m) to NMFS Airborne Sound Thresholds for Harbor Seals from Vibratory Pile Driving During Steel Pile Removal

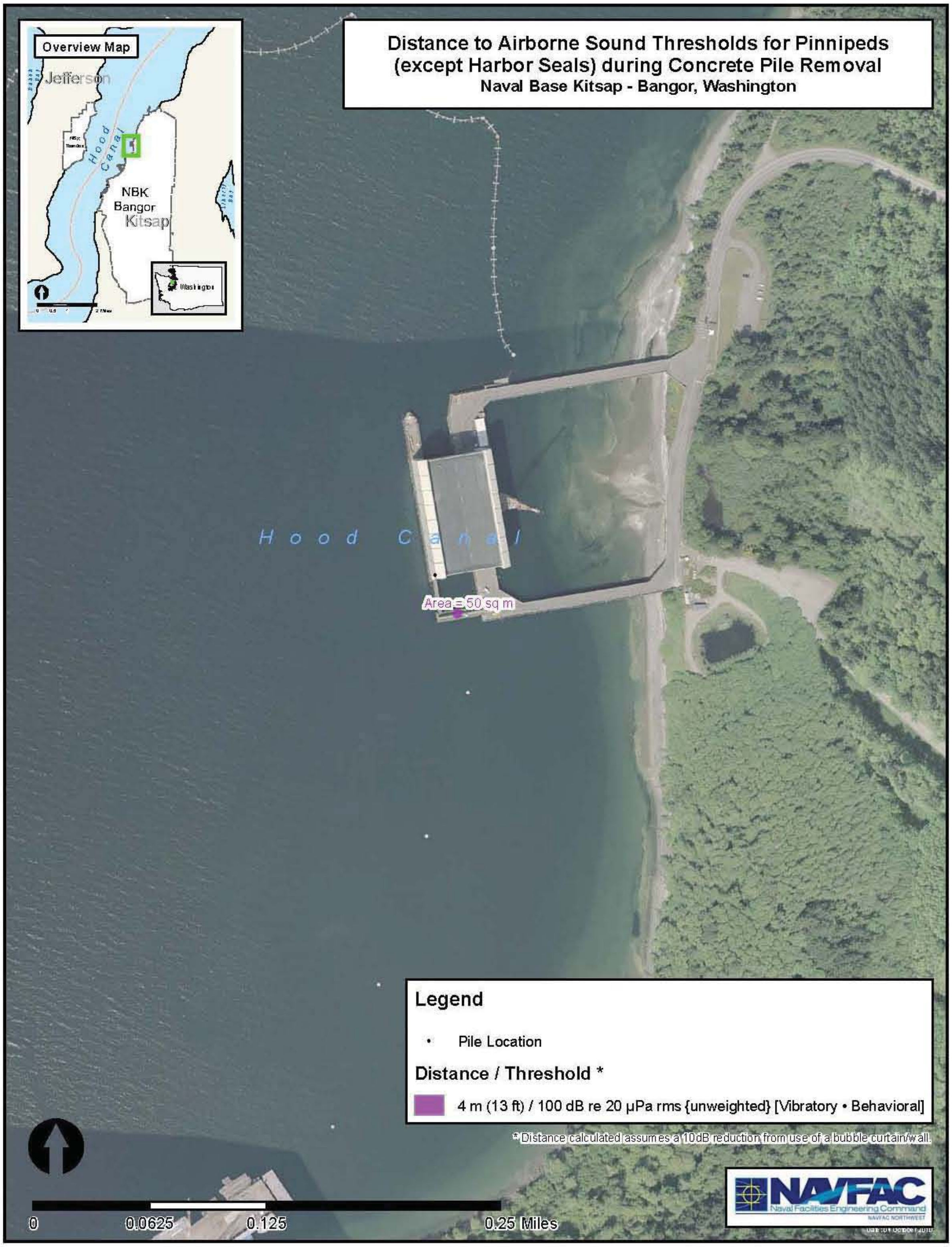


Figure 3-23 Distance(s) (m) to NMFS Airborne Sound Thresholds for Pinnipeds (except harbor seals) from a Chipping Hammer During Concrete Pile Removal

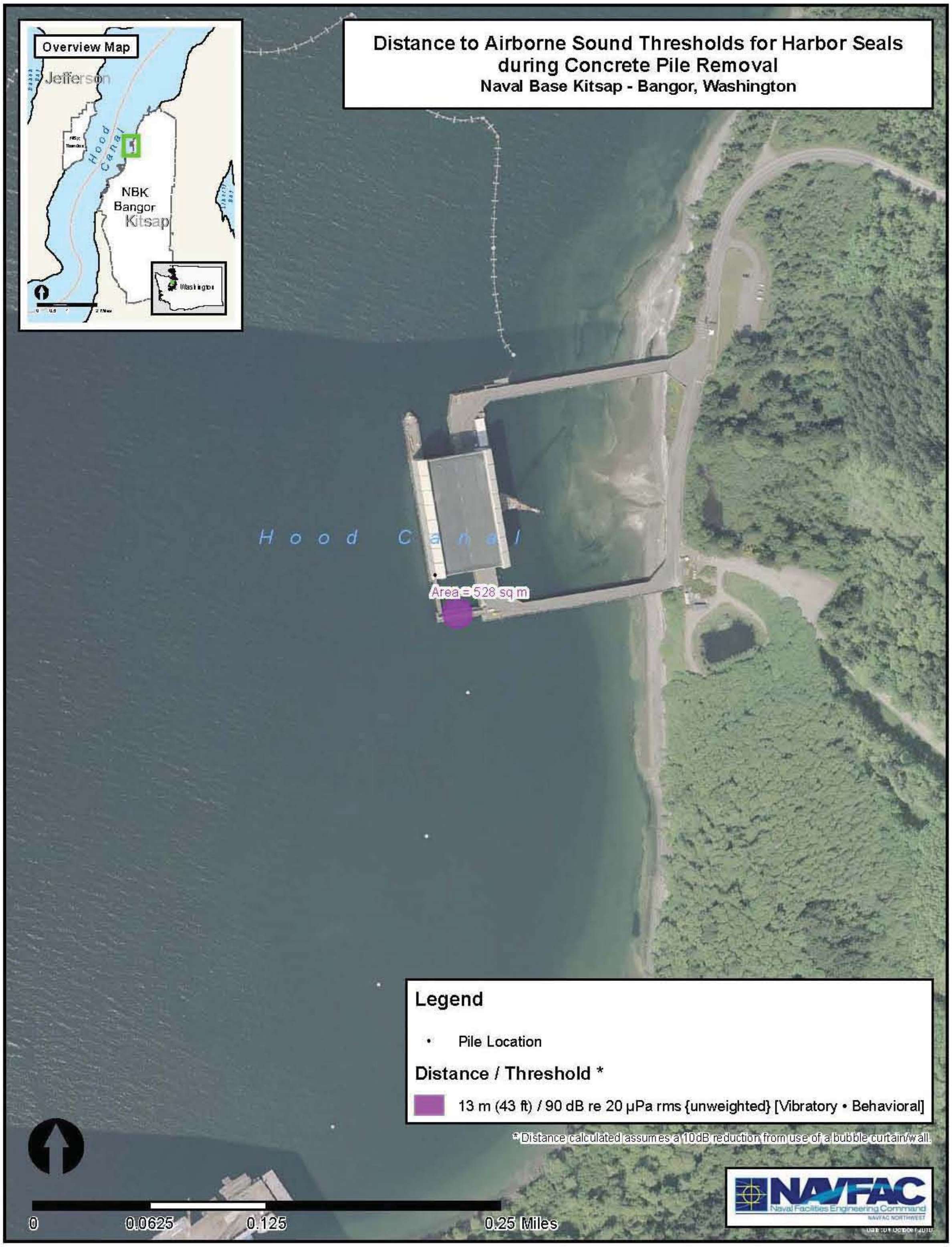


Figure 3-24 Distance(s) (m) to NMFS Airborne Sound Thresholds for Harbor Seals from a Chipping Hammer During Concrete Pile Removal

The calculation for marine mammal exposures is estimated by:

Exposure estimate = (n * ZOI) * X days of total activity

Where:

n = density estimate used for each species/season
ZOI = noise threshold zone of influence (ZOI[9]) impact area
X = number of days of pile driving, estimated based on the total number of piles and the average number of piles that the contractor can install per day.
n * ZOI produces an estimate of the abundance of animals that could be present in the area for exposure, this must be a whole number, therefore, this value was rounded (down if <0.5, up if >0.5).

The ZOI impact area is the estimated range of impact to the noise criteria. The formula for determining the area of a circle ($\Pi * radius^2$) was used to calculate the ZOI around each pile, for each threshold. The distances specified in Tables 3.36 through 3.38 and 3.39 through 3.41 were used for the radius in the equation. All impact pile driving take calculations were based on the estimated threshold ranges using a bubble curtain with 10 dB attenuation as a mitigation measure. The ZOI impact area took into consideration the possible effected area of Hood Canal from the furthest from shore pile driving site with attenuation due to land shadowing from bends in the canal. As described earlier with regard to the distances, because of the close proximity of some of the piles to the shore, the narrowness of the canal at the project area, and the maximum fetch, the ZOIs for each threshold are not necessarily spherical and may be truncated.

While pile driving can occur any day throughout the in-water work window, only a "fraction" of that time is actually spent pile driving. Some days there will be only 30 minutes of pile driving, other days several hours. The contractor estimates that pile installation could occur at a maximum rate of four piles per day, however, it is more likely that an average of two piles will be installed and removed per day. The contractor estimates that a maximum of five concrete piles can be removed per day, with an average of three being removed per day. For each pile installed, vibratory pile driving is expected to be no more than one hour. The impact driving portion of the project is anticipated to take approximately 15 minutes per pile, per day with a maximum of five piles requiring proofing. All steel piles will be extracted using a vibratory hammer. Extraction is anticipated to take approximately 30 minutes per pile. Concrete piles will be removed using a pneumatic chipping hammer or other similar concrete demolition tool. It is expected to take a couple of hours to remove each concrete pile with a pneumatic chipping hammer. For steel piles, this results in a maximum of two hours of pile driving per pile or potentially four hours per day. For concrete piles, this results in a maximum of two hours of pneumatic chipping per pile, or potentially 6 hours per day.

Therefore, while 216 days of in-water work time is proposed (108 days per construction period), only a fraction of the total work time per day will actually be spent pile driving. An average work day (two hours post-sunrise to two hours prior to sunset) is approximately 8-9 hours, depending on the month. While its anticipated that only 4 hour of pile driving would needed per

[9] Zone of Influence (ZOI) is the area encompassed by all locations where the sound pressure levels equal or exceed the threshold being evaluated.

day for steel piles, or 6 hours of pneumatic chipping would be needed for concrete piles, to take into account deviations from the estimated times for pile installation and removal, the Navy modeled potential impacts as if the entire day could be spent pile driving.

Based on the proposed action, the total pile driving time from vibratory pile driving during installation would be approximately 14 days (28 piles at an average of two per day). The total pile driving time from vibratory pile driving during steel pile removal would be 21 days (42 piles at an average of two per day). The total pile driving time for utilizing a pneumatic chipping hammer during concrete pile removal would be 32 days (96 piles at an average of three per day). Therefore, impacts for installation, steel pile removal, and concrete pile removal were modeled as if theses action were to occur throughout the duration of 14, 21, and 32 days, respectively. During installation, there is the potential for the contractor to need to utilize an impact hammer to proof a select number of piles, although past repairs on the EHW-1 pier have never required the use of an impact pile driver. However, if the use of an impact hammer is required, impact pile driving will occur on no more than five piles, with only one pile being impact driven per day. Therefore, impact pile driving during installation was modeled as occurring for five days.

The exposure assessment methodology is an estimate of the numbers of individuals exposed to the effects of pile driving activities exceeding NMFS established thresholds. Of significant note in these exposure estimates, additional mitigation methods (i.e. visual monitoring and the use of shutdown zones) were not quantified within the assessment and successful implementation of mitigation is not reflected in exposure estimates. Results from acoustic impact exposure assessments should be regarded as conservative estimates that are strongly influenced by limited biological data. While the numbers generated from the pile driving exposure calculations provide conservative overestimates of marine mammal exposures for consultation with NMFS, the short duration and limited geographic extent of EHW-1 Pile Replacement Project would further limit actual exposures.

Steller Sea Lion

Although Steller sea lions have been documented in Hood Canal, the numbers (at least at present) are still fairly low and their presence is only expected in the project area during November through mid-April. Because pile installation and removal would only occur between July 16 - October 31, when Steller sea lions are not likely to be present in the project area, no acoustic impacts from pile driving operations (including the use of a pneumatic chipping hammer) would be expected for this species.

Southern Resident Killer Whale

Southern Resident killer whales have not been documented in the Hood Canal since 1995, and recent sightings may have been of transient killer whales (NMFS 2008b). As a result, the Hood Canal is not considered within the current geographic range occupied by the species. As such, there would be no acoustic impacts from pile driving operations (including pneumatic chipping) on this species.

California Sea Lion

During the most recent aerial survey population counts for California sea lions in the inland waters of Washington State, no regular haulouts were documented to exist within the Hood

Canal (Jeffries et al. 2000). However, recent anecdotal information from sightings of opportunistic animals hauled out at NBK at Bangor indicates that California sea lions are present in Hood Canal almost year-round with the exception of mid-June through August. In order to assess the size of the population currently present on the base property, the Navy conducted year round waterfront surveys for marine mammals at NBK at Bangor in 2008 and 2009 (DoN, 2010a). The surveys were conducted by NBK staff/biologists from land utilizing binoculars and the naked eye along nearly the entire NBK waterfront. Surveys were attempted to be conducted daily, though inclement weather, holidays, and security restrictions sometimes precluded surveying. The number of surveys conducted each month varies, however surveys were conducted an average of 13 times per month (range: 10 -17 surveys) during the months proposed for EHW-1 repairs (July – October). The surveys recorded observations of California sea lions at known opportunistic haul out locations on the NBK waterfront, and those that were visible swimming within the nearshore waters (i.e. within the water restricted area [WRA]). These surveys at NBK at Bangor represent the only available data for California sea lion abundance within Hood Canal.

During these surveys, the daily maximum number of California sea lions hauled out for the months July – October (the timeframe of the proposed action), were 0, 0, 12, and 47 in 2008 and 0, 1, 32, and 44 in 2009, respectively. Because the proportion of pile driving that could occur in a given month is dependent on several factors (i.e. availability of materials, weather, etc.) the Navy assumed that pile driving operations could occur at any time in the construction window. Therefore, an average of the maximum number of California sea lions observed per day across the months of July – October was used in the modeling analysis. The monthly average of the maximum number of California sea lions observed per day was 17 individuals. Since all of the observations were of hauled out individuals, the only way to generate a realistic in-water density for the sound exposure modeling was for the Navy to determine a reasonable area that this population could be expected to utilize when swimming/foraging. Minimal data is available regarding the foraging home ranges of California sea lions. Research by Costa et al. (2007) regarding the foraging behavior of adult females (32 individuals) in California indicated that they travel an average of 66.3 km ± 11 km (41 miles ±7 miles) from their rookery. Data by Wright et al. (2010) of wintering males (14 individuals) from the Columbia River indicate they travel a maximum of 70 km from shore. Additional data from 12 adult males from mixed stocks in WA had a maximum travel speed of 99 km (62 miles) per day (Wright et al. 2010). Given these distances the Navy assumed that it was reasonable that California sea lions could travel between 55-100 km (34-62 miles) when foraging. Since these were straight-line distances, the area encompassed may be slightly smaller. The project area was defined by the maximum extent of sound pressure levels or furthest line of sight that sound waves could travel from the proposed action. This area was determined to be 41.5 sq. km (16 sq. miles). The Navy felt that given California sea lion foraging distances this area was representative of a reasonable area in which these animals could be expected to occur. Additionally, by constraining the in-water area in which these animals may occur to the project's action area, this ensured that the population would always be available to exposure from the proposed action, which is a conservative measure.

Therefore, the density used in the exposure analysis was derived from the average daily maximum number of California sea lions for Hood Canal (17 individuals) divided by the area encompassed by the maximum fetch of the project area (41.5 km^2 [16 sq. miles]). This methodology produced a density of California sea lions of 0.410 animals per sq. km. Exposures were calculated using this density and the formula presented in *Sound Exposure Modeling*. Table 3.42 depicts the number of acoustic harassments that are estimated from vibratory and impact pile driving and pneumatic chipping both underwater and in-air.

TABLE 3.42 NUMBER OF POTENTIAL EXPOSURES OF CALIFORNIA SEA LIONS WITHIN VARIOUS ACOUSTIC THRESHOLD ZONES

Density in the Warm Season (May- Oct)	Stage of EHW-1 Action	Underwater			Airborne	
		Impact Injury Threshold (190 dB)	Impact Disturbance Threshold (160dB)	Vibratory[1] Disturbance Threshold (120 dB)	Impact Disturbance Threshold[2] (100dB)	Vibratory Disturbance Threshold[2] (100dB)
0.410	Steel Pile Installation	0	5*	238	0	0
	Steel Pile Removal	N/A	N/A	315	N/A	0
	Concrete Pile Removal	N/A	N/A	0	N/A	0
	Total Action	**0**	**5***	**553**	**0**	**0**

Note: The take estimates include those from impact & vibratory pile driving and pneumatic chipping.
[1] Pneumatic chipping hammers are assessed under the same criteria as vibratory pile driving.
[2] The airborne exposure calculations assumed that 100% of the in-water densities were available at the surface to be exposed to airborne sound.
*The modeling indicated that zero California sea lions were likely to be exposed to sounds that would qualify as behavioral harassment during impact pile driving (160 dB zone). However, the Navy feels based on the abundance of this species in the waters along NBK, including their presence at nearby haulouts, that it is likely that an individual could pass through this zone in transit to or from a haulout. Therefore, the Navy is requesting a behavioral take of California sea lion by impact pile driving each day of pile driving, for a total of five takes.

Potential takes would likely involve sea lions that are moving through the area en route to a submarine haulout or during the return trip to the ocean when pile driving would occur. California sea lions that are taken could exhibit behavioral changes such as increased swimming speeds, increased surfacing time, or decreased foraging. Most likely, California sea lions may move away from the sound source and be temporarily displaced from the areas of pile driving. Disturbance from underwater noise impacts is not expected to be significant because it is estimated that only a small number of California sea lions may be affected by acoustic harassment. Additionally, marine mammal observers will be monitoring the shutdown and buffer zones (see Chapter 4 for a detailed discussion of mitigation measures) for the presence of marine mammals, and will alert work crews when to begin or stop work due to presence of sea lions in or near the shutdown and buffer zones, reducing the potential for acoustic harassment. Based on the exposure analysis, no California sea lions are anticipated to experience airborne sound pressure levels that would qualify as harassment. With the absence of any major rookeries and only a few isolated haul-out areas near or adjacent to the project area, potential takes by disturbance will have a negligible short-term effect on individual California sea lions and would not result in population level impacts.

Harbor Seal

Harbor seals are present year-round and are the most abundant marine mammal in Hood Canal. The Navy conducted boat surveys of the waterfront area in 2008 from July to September (BAE Systems, 2009). Harbor seals were sighted during every survey and were found in all marine habitats including near and hauled out on man-made objects such as piers and buoys. The data used for harbor seal abundance and density for the EHW-1 Pile Replacement Project is from Jeffries et al. (2003). This study summarizes data gathered from comprehensive, dedicated aerial surveys that were conducted for harbor seals hauled out in the inland waters of Washington by the Washington State Department of Fish and Wildlife from 1978-1999. Jeffries et al. (2003) did a stock assessment of Hood Canal in 1999, which is the most recent survey data for this area, and counted 711 harbor seals hauled out. The study adjusted this abundance with a correction factor of 1.53 to account for seals in the water and not counted to provide a population estimate of 1,088 harbor seals in Hood Canal. The correction factor (1.53) was based on the proportion of time seals spend on land versus in the water over the course of a day. The correction factor was derived by dividing one by the percentage of time harbor seals spent on land. The data came from tags (VHF transmitters) applied to harbor seals at six areas (Grays Harbor, Tillamook Bay, Umpqua River, Gertrude Island, Protection/Smith Islands, and Boundary Bay, BC) within two different stocks (the coastal stock and the inland waters of WA stock) over four survey years. Hood Canal is part of the inland waters stock, and while not specifically sampled, Jeffries et al. (2003) found the VHF data to be broadly applicable to the entire stock. The tagging research in 1991 and 1992 was conducted by Huber et al. (2001). Jeffries et al. (2003) used the same methodology for the 1999 and 2000 survey years. The data loggers in these studies ran for 24 hours a day. Battery life for the data loggers varied amongst each year of the study from 63-365 days. The studies indicated that approximately 35% of harbor seals are in the water versus on land on a daily basis (Huber et al., 2001; Jeffries et al., 2003).

In order to estimate the underwater exposures fro pile driving operations, the Navy had to determine what proportion of the total population could be in the water for exposure on a daily basis. Jeffries et al. (2003) applied the correction factor on an annual basis, thereby assuming that the proportion of harbor seals on land versus in-water was consistent on a daily basis for the entire year. Similarly, the Navy therefore assumed that the proportion of the population available to be exposed to underwater sound on a daily basis was 35% of the total population (35% of 1,088 or ~381 individuals). The Navy used the data from the tagging studies conducted by Huber et al. (2001) and Jeffries et al. (2003) in making this determination. The Navy acknowledges that over the course of the day, while the ultimate proportion of animals in the water may remain constant, that different individuals may enter and exit the water to swim/forage. However fine-scale data which depicts harbor seal movements within the project area on time durations of less than a day (i.e. on an hourly basis) are unavailable. However, assuming that foraging is the primary reason for harbor seals to be in the water, information about foraging trip durations provided some context to support the Navy's assumption that only 35% of the population was available to be exposed to underwater sound each day.

Recent tagging studies of harbor seals at Sable Island, Nova Scotia and within the Puget Sound-Georgia Basin indicate that harbor seals spend between 2-6 hours foraging in the water in between haul-out intervals (Boness et al., 1994; Bowen et al., 1999; Reuland, 2008). The data which is probably most applicable to the EHW-1 project location in the Hood Canal is that from

Reuland (2008), which is the most comprehensive study of harbor seal foraging patterns to date. Reuland (2008) examined the differential foraging habitats of harbor seals at three haul-out locations within the Puget Sound-Georgia Basin. The three locations were at Bird Rocks, Belle Chain Islets, and Padilla Bay. The study also examined seasonal change in foraging habits between pre-pupping (April – June) and pupping (July – September) seasons. Sufficient data was available from seventeen tagged harbor seals (4 at Bird Rocks, 2 at Bell Chain Islets, and 11 at Padilla Bay). The foraging trip was defined as the period between entering the water after extended periods of dry time and returning to haul out on land (Austin et al., 2006). The average foraging trip duration across all three locations and seasons was 6.2 ± 0.13 hours. The foraging trip duration decreased from pre-pupping to pupping season. This decrease was probably in response to adult females spending less time in the water so that pups aren't left unattended for long periods of time on shore. The duration of foraging trips during the pupping season across the three locations was ~5.75 hours (Figure 7: Reuland, 2008). The foraging trip duration also varied between the haul-out sites. All three sites exhibited a decrease in foraging trip duration between pre-pupping and pupping season, however the decrease at Bird Rocks was particularly severe with a reduction in foraging time of approximately 50%. The shortest foraging duration at any of the three locations during pupping season was ~4.5 hours at Padilla Bay (Figure 8: Reuland, 2008).

Based on the above data sources, the average foraging trip duration across the literature is 4.5 hours (2.5 hr – Bowen et al., 1999; 4.8 hrs- Boness et al., 1994; 6.2 hrs – Reuland, 2008). Therefore, if the Navy assumes that any harbor seals in the water at the start of each day of pile driving had just initiated a foraging trip; they would be assumed to remain in the water for ~4.5 hours prior to hauling out. During the EHW-1 Pile Replacement project, it is estimated that vibratory pile driving will occur for ~1 hour per steel pile during installation and 30 minutes per steel pile during removal for a total of 1.5 hours steel per pile. Assuming the installation and removal of steel piles occurs at a rate of two piles per day the vibratory hammer would be used for approximately 3 hours per day. An alternative scenario is the removal of concrete piles using a chipping hammer. The use of a chipping hammer could occur for approximately two hours per pile at a rate of three piles for a day, which would result in the use of a chipping hammer for 6 hours in a day. These durations of use fall with the average foraging trip durations for harbor seals, therefore the Navy feels that assuming 35% of the population is available for exposure each day, from each installation method is reasonable. As a result, for the underwater exposure analysis, exposures were calculated using an abundance of harbor seals derived from only those that are present in the water in a day (35% of 1,088 or ~381 individuals). The density was calculated by dividing this abundance by the area of the Hood Canal (291 km^2) since the harbor seal population in this area is resident to the Hood Canal (London, 2006). This resulted in a density of 1.31 animals per sq. km. Exposures were calculated using this density and the formula presented in *Sound Exposure Modeling*. Table 3.43 depicts the number of acoustic harassments that are estimated from vibratory and impact pile driving and pneumatic chipping underwater.

In order to analyze the potential for harbor seals to be disturbed by airborne noise associated with pile installation/removal activities associated with the EHW-1 Pile Replacement Project, the Navy looked at the likelihood for harbor seals to be hauled out and/or swimming with their heads of out the water in the vicinity of the project area. While Huber et al.'s (2001) data suggests that harbor seals typically spend 65% of their time hauled out; the Navy's waterfront surveys found that it is extremely rare for harbor seals to haul out in the vicinity of the project area. While in-water sightings are fairly common, available haul out locations that would fall within the maximum airborne acoustic zone of influence (1644 ft [501 m]) estimates for the proposed action are limited. Harbor seals' ideal haul out locations in clued intertidal or sub-tidal rock outcrops, sandbars, sandy beaches, peat banks in salt marshes, and manmade structures such as log booms, docks, and recreational floats (Wilson, 1978; Prescott, 1982; Schneider and Payne, 1983; Gilber and Guldager, 1998; Jeffries et al., 2000). The lack of any of these suitable haul out habitats in the immediate vicinity of the EHW-1 facility makes it extremely unlikely that a harbor seal would be hauled out in range of sounds that could cause acoustic disturbance. The only structures within the largest airborne zone of influence (1644 ft [501 m]) are the EHW-1 wharf and marginal Wharf. Both of these structures are elevated more than (16 ft [5 m]) about Mean High High Water (MHHW) mark, to handle the tidal range which occurs at NBK at Bangor. Because they are elevated there is no opportunity for harbor seals to haul out on these structures, even at high tide. Secondly, while a small intertidal/shoreline zone is present between these structures, it also does not represent favorable haulout habitat. T he shoreline located between EHW-1 and Marginal Wharf is extremely narrow since it is backed by a steep cliff face that is heavily vegetated with trees. Additionally, any portion of the intertidal zone that may be exposed at low tide is also vegetated with eelgrass beds and macroalgae, neither of which is a known haulout attractant to harbor seals. Lastly, even haulouts located outside of the airborne acoustic zone of influence, but still on Base property and are used by sea lions, are not frequented by harbor seals. While the reasoning behind this is unknown, differences in the morphology of their appendages and therefore their ability to haul out on these manmade structures at Delta pier may play a part. That being said, these structures are located at Delta pier or further south, with the closest location being approximately one mile from EHW-1, well outside of the airborne acoustic zone of influence.

As a result, the Navy determined that the only population of harbor seals that could potentially be exposed to airborne sounds are those that are in-water but at the surface. Based on the diving cycle of tagged harbor seals near the San Juan Islands we can estimate that seals are on the surface approximately 16.4 percent of the of their total in-water duration (Suryan and Harvey, 1998). Therefore, by multiplying the percentage of time spent at the surface (16.4%) by the total in-water population of harbor seals at any one time (~381 individuals), the population of harbor seals with the potential to experience airborne impacts (~63 individuals) can be obtained. Airborne exposures were calculated using a density derived from the maximum number of harbor seals available at the surface (~63 individuals), divided by the area of Hood Canal (291 km^2) and the formula presented in *Sound Exposure Modeling*. Table 3.43 depicts the number of acoustic harassments that are estimated from vibratory and impact pile driving and pneumatic chipping in-air.

Potential takes would likely involve seals that are moving through the area on foraging trips when pile driving would occur. Harbor seals that are taken could exhibit behavioral changes such as increased swimming speeds, increased surfacing time, or decreased foraging. Most likely, harbor seals may move away from the sound source and be temporarily displaced from the areas of pile driving. Disturbance from underwater noise impacts is not expected to be significant because it is estimated that only a small number of harbor seals may be affected by acoustic harassment. Additionally, marine mammal observers will be monitoring the shutdown and buffer zones (see Chapter 4 for a detailed discussion of mitigation measures) for the presence of marine mammals, and will alert work crews when to begin or stop work due to presence of seals in or near the shutdown and buffer zones, reducing the potential for acoustic harassment. Based on the exposure analysis, no harbor seals are anticipated to experience airborne sound pressure levels that would qualify as harassment. With the absence of any major rookeries and only a few potential haul-out areas near the project area, potential takes by disturbance will have a negligible short-term effect on individual harbor seals and would not result in population-level impacts

TABLE 3.43 NUMBER OF POTENTIAL EXPOSURES OF HARBOR SEALS WITHIN VARIOUS ACOUSTIC THRESHOLD ZONES

Density in the Warm Season (May- Oct)	Stage of EHW-1 Action	Underwater			Airborne	
		Impact Injury Threshold (190 dB)	Impact Disturbance Threshold (160dB)	Vibratory[1] Disturbance Threshold (120 dB)	Impact Disturbance Threshold[2] (90dB)	Vibratory Disturbance Threshold[2] (90dB)
1.31	Steel Pile Installation	0	5*	742	0	0
	Steel Pile Removal	N/A	N/A	987	N/A	0
	Concrete Pile Removal	N/A	N/A	32	N/A	0
	Total Action	**0**	**5***	**1761**	**0**	**0**

Note: The take estimates include those from impact & vibratory pile driving and pneumatic chipping.
[1] Pneumatic chipping hammers are assessed under the same criteria as vibratory pile driving.
[2]Airborne densities were base on the percentage (16.4%) of in-water density available on surface to be exposed (Suryan and Harvey, 1998).
* The modeling indicated that zero harbor seals were likely to be exposed to sounds that would qualify as behavioral harassment during impact pile driving (160 dB zone). However, the Navy feels based on the abundance of this species in the waters along NBK, including their presence at nearby haulouts, that it is likely that an individual could pass through this zone in transit to or from a haulout, Therefore, the Navy is requesting a behavioral take of harbor seals by impact pile driving each day of pile driving, for a total of five takes.

Transient Killer Whale

Transients are uncommon visitors to Hood Canal, but may be present anytime during the year. In 2003 and 2005, small groups of transient killer whales (six to eleven individuals per event) visited Hood Canal to feed on harbor seals and remained in the area for significant periods of time (59 – 172 days) between the months of January and July (London, 2006). These whales used the entire expanse of Hood Canal for feeding. Subsequent aerial surveys suggest that there has not been a sharp decline in the local seal population from these sustained feeding events (London, 2006). Based on this data, the density for Transient killer whales in Hood Canal for January to July is 0.038/km^2 (11 individuals divided by the area of Hood Canal [291 km^2, 112 m^2]). Since this timeframe overlaps the period in which the proposed action will occur (July – Oct), this density was used for all exposure calculations. Exposures were calculated using the formula presented in *Sound Exposure Modeling*. Table 3.44 depicts the number of acoustic harassments that are estimated from vibratory and impact pile driving and pneumatic chipping underwater.

Potential takes would likely involve transient killer whales that are moving through the area on foraging trips when pile driving would occur. Killer whales that are taken could exhibit behavioral changes such as increased swimming speeds, increased surfacing time, or decreased foraging. Most likely, killer whales may move away from the sound source and be temporarily displaced from the areas of pile driving. Disturbance from underwater noise impacts is not expected to be significant because it is estimated that only a small number of killer whales may be affected by acoustic harassment. Additionally, marine mammal observers will be monitoring the shutdown and buffer zones (see Chapter 4 for a detailed discussion of mitigation measures) for the presence of marine mammals, and will alert work crews when to begin or stop work due to presence of killer whales in or near the shutdown and buffer zones, reducing the potential for acoustic harassment. Potential takes by disturbance will have a negligible short-term effect on individual killer whales and would not result in population-level impacts.

TABLE 3.44 NUMBER OF POTENTIAL EXPOSURES OF KILLER WHALES WITHIN VARIOUS ACOUSTIC THRESHOLD ZONES

Density in the Warm Season (May- Oct)	Stage of EHW-1 Action	Underwater		
		Impact Injury Threshold (180 dB)	Impact Disturbance Threshold (160dB)	Vibratory[1] Disturbance Threshold (120 dB)
0.038	Steel Pile Installation	0	9*	28
	Steel Pile Removal	N/A	N/A	21
	Concrete Pile Removal	N/A	N/A	0
	Total Action	**0**	**9***	**49**

Note: The take estimates include those from impact & vibratory pile driving and pneumatic chipping.
[1] Pneumatic chipping hammers are assessed under the same criteria as vibratory pile driving.
*The modeling indicated that zero killer whales were likely to be exposed to sounds that would qualify as behavioral harassment during impact pile driving (160 dB zone). However, while Transient killer whales are rare in the Hood Canal, when these animals are present they occur in pods, so their density in the project area is unlikely to be uniform, as was modeled. If they are present during impact pile driving it is possible that one or more individuals within a pod could travel through the behavioral harassment zone. Therefore, the Navy is requesting nine behavioral takes of Transient killer whales – based on the average size of pods seen previously in the Hood Canal - by impact pile driving.

Dall's Porpoise

Dall's porpoise may be present in Hood Canal year-round and may be expected as far south in the Hood Canal as the project area. Their use of inland Washington waters, however, is mostly limited to the Strait of Juan de Fuca. The Navy conducted boat surveys of the waterfront area in 2008 from July to September (BAE Systems, 2009). During one of the surveys a single Dall's porpoise was sighted in August in the deeper waters off Carlson Spit. In the absence of an abundance estimate for the entire Hood Canal, a seasonal density (warm season only) was derived from the waterfront survey by the number of individuals seen divided by total number of kilometers of survey effort (6 surveys with approximately 3.9 km^2 [1.5 m^2] of effort each), assuming strip transect surveys. In absence of any other survey data for Hood Canal, this density is assumed to be throughout the project area. Exposures were calculated using the formula presented in *Sound Exposure Modeling*. Table 3.45 depicts the number of acoustic harassments that are estimated from vibratory and impact pile driving and pneumatic chipping underwater.

Potential takes would likely involve Dall's porpoise that are moving through the area on foraging trips when pile driving would occur. Dall's porpoise that are taken could exhibit behavioral changes such as increased swimming speeds, increased surfacing time, or decreased foraging. Most likely, Dall's porpoise may move away from the sound source and be temporarily displaced from the areas of pile driving. Disturbance from underwater noise impacts is not expected to be significant because it is estimated that only a small number of Dall's porpoises may be affected by acoustic harassment. Additionally, marine mammal observers will be monitoring the shutdown and buffer zones (see Chapter 4 for a detailed discussion of mitigation measures) for the presence of marine mammals, and will alert work crews when to begin or stop work due to presence of porpoises in or near the shutdown and buffer zones, reducing the potential for acoustic harassment. Potential takes by disturbance will have a negligible short-term effect on individual Dall's porpoise and would not result in population-level impacts.

TABLE 3.45 NUMBER OF POTENTIAL EXPOSURES OF DALL'S PORPOISE WITHIN VARIOUS ACOUSTIC THRESHOLD ZONES

Density in the Warm Season (May- Oct)	**Stage of EHW-1 Action**	**Underwater**		
		Impact Injury Threshold (180 dB)	**Impact Disturbance Threshold (160dB)**	**Vibratory[1] Disturbance Threshold (120 dB)**
0.043	Steel Pile Installation	0	1*	28
	Steel Pile Removal	N/A	N/A	42
	Concrete Pile Removal	N/A	N/A	0
	Total Action	**0**	**1***	**70**

Note: The take estimates include those from impact & vibratory pile driving and pneumatic chipping.
[1] Pneumatic chipping hammers are assessed under the same criteria as vibratory pile driving.
* The modeling indicated that zero Dall's porpoise were likely to be exposed to sounds that would qualify as behavioral harassment during impact pile driving (160 dB zone). Dall's porpoises are rare in the Hood Canal; only one animal, seen located in deep waters offshore the base has been seen in the project area in the past few years. However, it is possible that additional animals exist or that this single individual could pass through the behavioral harassment zone (160 dB) while transiting along the waterfront. Therefore, the Navy is requesting a single behavioral take of Dall's porpoise by impact pile driving.

Harbor Porpoise

Harbor porpoises may be present in the Hood Canal year-round, however their presence is rare. The Navy conducted boat surveys of the waterfront area from July to September over the past few years (2008 – present) (Agness and Tannenbaum, 2009a). During one of the surveys a single Dall's porpoise was sighted in the deeper waters offshore the waterfront. In the absence of an abundance estimate for the entire Hood Canal, a seasonal density (warm season only) was derived from the waterfront survey by the number of individuals seen divided by total number of kilometers of survey effort (24 surveys with approximately 3.9 km^2 of effort each), assuming strip transect surveys. In the absence of any other survey data for the Hood Canal, this density is assumed to be throughout the project area. Exposures were calculated using the formula presented in *Sound Exposure Modeling*. Table 3.46 depicts the number of acoustic harassments that are estimated from vibratory and impact pile driving and pneumatic chipping underwater.

Potential takes could occur if harbor porpoises move through the area on foraging trips when pile driving would occur. Harbor porpoise that are taken could exhibit behavioral changes such as increased swimming speeds, increased surfacing time, or decreased foraging. Most likely, harbor porpoises may move away from the sound source and be temporarily displaced from the areas of pile driving. Disturbance from underwater noise impacts is not expected to be significant. Additionally, marine mammal observers will be monitoring the shutdown and buffer zones (see Chapter 4 for a detailed discussion of mitigation measures) for the presence of marine mammals, and will alert work crews when to begin or stop work due to presence of marine mammals in or near the shutdown zones, reducing the potential for acoustic harassment. Potential takes by disturbance would have a negligible short-term effect on individual harbor porpoises and would not result in population-level impacts.

TABLE 3.46 NUMBER OF POTENTIAL EXPOSURES OF HARBOR PORPOISE WITHIN VARIOUS ACOUSTIC THRESHOLD ZONES

Density at Project Area (May- Oct)	Stage of EHW-1 Action	Underwater		
		Impact Injury Threshold (180 dB)	**Impact Disturbance Threshold (160dB)**	**Vibratory[1] Disturbance Threshold (120 dB)**
0.011	Steel Pile Installation	0	0	14*
	Steel Pile Removal	N/A	N/A	21*
	Concrete Pile Removal	N/A	N/A	0
	Total Action	**0**	**0**	**35***

Note: The take estimates include those from impact & vibratory pile driving and pneumatic chipping.
[1] Pneumatic chipping hammers are assessed under the same criteria as vibratory pile driving.
* The modeling indicated that zero harbor porpoise were likely to be exposed to sounds that would qualify as behavioral harassment during vibratory pile driving (120 dB zone). However, while harbor porpoises are rare, one has been sighted in surveys over the last few years in the deep waters offshore the base. It is possible this offshore region is encapsulated within the vibratory disturbance zone during vibratory steel pile installation and removal due to its size (40.273 and 35.87 sq. km, respectively). Therefore, the Navy feels based on the possibility of this animal to be present in the offshore waters during every day of construction, the Navy is requesting a single behavioral take of harbor porpoise by vibratory pile driving each day of pile driving, for a total of 35 takes (14 during installation and 21 during removal). The area of disturbance during pneumatic chipping is relatively small (0.608 sq. km) therefore the Navy does not feel harbor porpoises are likely to occur in this area and no additional takes are requested.

All Species

Based on the modeling results presented above, the total number of takes that the Navy is requesting for the five marine mammals species that may occur within the project area during the duration of the EHW-1 Pile Replacement project are presented below in Table 3.47. Over the course of the two pile driving windows of the project from July 16 – October 31 starting in 2011, there is the potential for 20 Level B disturbance takes (160 dB) of various species from impact pile driving operations, and an additional 2,468 Level B disturbance takes (120 dB) of various species from vibratory pile driving and pneumatic chipping due to underwater sound. The following species and numbers of Level B disturbance takes could occur due to underwater sound as a result of impact pile driving operations: five California sea lions, five harbor seals, nine Transient killer whales, and one Dall's porpoise. The following species and numbers of Level B disturbance takes could occur due to underwater sounds as a result of vibratory pile driving and pneumatic chipping operations: 553 California sea lions, 1,761 harbor seals, 49 Transient killer whales, 70 Dall's porpoises, and 35 harbor porpoises. In total, the Navy is requesting 2,488 Level B disturbance takes due to underwater noise from all pile driving operations (including pneumatic chipping) for the proposed action. Due to their lack of presence within the project area during the timeframe of pile installation and removal operations (July 16 – October 31), no ESA-listed Steller sea lions would be acoustically harassed. Also, due to their lack of presence within the Hood Canal, no ESA-listed Southern Resident killer whales would be acoustically harassed. Lastly, no species of pinnipeds are expected to be exposed to airborne sound pressure levels that would cause harassment.

TABLE 3.47 SUMMARY OF POTENTIAL EXPOSURES FOR ALL SPECIES DURING THE PILE DRIVING WINDOW (JULY 16 – OCTOBER 31)

Species	Underwater				Airborne			
	Impact Injury Threshold (190 dB)	Impact Injury Threshold (180dB)	Impact Disturbance Threshold (160dB)	Vibratory Disturbance Threshold (120dB)	Impact Disturbance Threshold (100dB)*	Vibratory Disturbance Threshold (100dB)*	Vibratory Disturbance Threshold (90dB)*	Impact Disturbance Threshold (90dB)*
California sea lion	0	N/A	5*	553	0	0	N/A	N/A
Harbor seal	0	N/A	5*	1761	N/A	N/A	0	0
Transient killer whale	N/A	0	9*	49	N/A	N/A	N/A	N/A
Dall's porpoise	N/A	0	1*	70	N/A	N/A	N/A	N/A
Harbor porpoise	N/A	0	0	35*	N/A	N/A	N/A	N/A
Total	**0**	**0**	**20***	**2468**	**0**	**0**	**0**	**0**

3.9.2.2.1.2 Non-pile Driving Construction Activities

Several non-pile driving construction activities would also occur at the project area as part of the proposed action. Among them are the removal of the fragmentation barrier and walkway and the installation of cast-in-place concrete pile caps, passive cathodic protection systems, and the new pre-stressed wharf superstructure and related appurtenances. All of these activities would occur above the water and are likely to have similar impacts to all bird species.

The fragmentation barrier and walkway would be removed from the existing piling supports by cutting the concrete into sections (potentially three or four) using a concrete cutting saw. Each section would be lifted from wharf using a crane and transported to barge. Pre-cast concrete pile caps would be installed on the tops of steel pipe piles which are located directly beneath the structure (see Figure 2-2) and function as a load transfer mechanism between the superstructure and the piles. The passive cathodic protection system is a metallic rod or anode that is attached to a metal object to protect it from corrosion. The anode is composed of more active metal which is more easily oxidized, corroding first and acting as a barrier against corrosion for the object to which it is attached. At the EHW-1 facility, the passive cathodic protection systems would be banded to the steel piles to prevent the metallic surfaces of the wharf from corroding due to the saline conditions in Hood Canal. The superstructure is the pre-stressed concrete deck for the new wharf section. It would be installed using a crane to situation the concrete slab above the piles. It would be supported by the caps or sills. Appurtenances are the associated parts of the superstructure that connect the superstructure to the piles. These pieces include all of the components such as bolts, welded metal hangers and fittings, brackets, etc.

All of these construction activities would occur out of the water and would be installed on the tops of the piles or attached to the wharf's superstructure. Each of these activities could involve the generation of low levels of noise from the operation of associated installation machinery (i.e. concrete cutting saw, bolt gun, etc.). While no empirical data exists for these construction activities, they are expected to be significantly lower than those estimated for pile installation and removal using an impact/vibratory pile driver or pneumatic chipping hammer. As a result, airborne disturbance would not be anticipated for any marine mammal species. It is possible that sound could be transmitted from these activities along the piles' length and enter the water. However, since these activities would be occurring at the top of the pile or on the superstructure, tens of ft above the water, sounds transmitted into the water would be significantly reduced. Therefore, underwater acoustic impacts from these construction operations are expected to be minimal and are unlikely to result in harassment of any marine mammal species. Therefore, the Navy is not requesting any additional takes from non-pile installation/removal construction activities.

3.9.2.2.2 Potential Indirect Effects of the Proposed Action

3.9.2.2.2.1 Effects on Potential Prey (fish, etc.)

Impacts to Prey

Construction activities will produce both pulsed (i.e. impact pile driving) and continuous sounds (i.e. vibratory pile driving and pneumatic chipper hammer). Fish react to sounds which are especially strong and/or intermittent low-frequency sounds. Short duration, sharp sounds can cause overt or subtle changes in fish behavior and local distribution. Hastings and Popper (2005,

2009) identified several studies that suggest fish may relocate to avoid certain areas of noise energy. Additional studies have documented effects of pile driving (or other types of continuous sounds) on fish, although several are based on studies in support of large, multiyear bridge construction projects (Scholik and Yan, 2001, 2002; Govoni et al., 2003; Hawkins, 2005; Hastings, 1990, 2007; Popper et al., 2007; Popper and Hastings, 2009). Sound pulses at received levels of 160 dB re: 1 μPa may cause subtle changes in fish behavior. SPLs of 180 dB may cause noticeable changes in behavior (Chapman and Hawkins, 1969; Pearson et al., 1992; Skalski et al., 1992). SPLs of sufficient strength have been known to cause injury to fish and fish mortality (CalTrans, 2001; Longmuir and Lively, 2001). Fish that occur in the immediate project area would be exposed to underwater noise that could injure or disturb fish during pile driving activity. Because vibratory pile driving and pneumatic chipping are the primary installation and removal methodologies, the most likely impact to fish from pile driving activities at the project area would be temporary behavioral disturbance or avoidance of the area. The duration of fish avoidance of this area after pile driving stops is unknown, but a rapid return to normal recruitment, distribution and behavior would be anticipated. See Section 3. 8 for a detailed analysis of the impacts of the proposed action to fish species. In general, impacts to marine mammal prey species would be expected to be minor and temporary due to the short-time frame for the Pile Replacement Project. However, moderate impacts may occur to a few species of rockfish (bocaccio, yelloweye, and canary rockfish), Chinook salmon, and summer run chum as a result of potential impacts to them or their larvae.

Impacts to Prey Habitat

The proposed action may result in localized and temporary changes to the benthic community during pile placement. A conservative estimate of total bottom disturbance from the installation and removal of the piles, which includes the potential to disturb the bottom habitat one meter surrounding each pile, is 9,257 ft^2 (860 m^2). During the pile driving period, juvenile salmonids and other fish species may experience loss of available benthic prey at the project area due to the disturbance of pile installation. Additionally, plankton and zooplankton which occupy the water column and are the primary prey of forage fish may be negatively affected by increased sound pressure levels and turbidity from construction activities. However, in-water work would occur during the timeframe when few salmonids would be present, therefore adverse affect to benthic prey availability would not be anticipated. Additionally, the area impacted by the proposed action that could be used as possible foraging habitat would be relatively small compared to the available habitat in the Hood Canal. Potentially a maximum area of 0.005 acres (based on a 30-inch diameter pile) of foraging habitat may have decreased foraging value as each pile is driven. Any behavioral avoidance by fish of the disturbed area would still leave significantly large areas of fish and marine mammal foraging habitat in the Hood Canal and nearby vicinity.

3.9.2.2.2.2 Pile Driving Effects on Water Quality

Dissolved Oxygen

During pile removal and replacement activities, suspension of anoxic sediment compounds may result in reduced dissolved oxygen in the water column. However, the high existing dissolved oxygen at the site during the proposed work windows would reduce the potential for dissolved oxygen to drop to harmful levels, particularly due to the short duration of the in-water work period.

Turbidity

Some degree of localized reduction in water quality would occur as a result of in-water construction activities. Most of this effect would occur during the installation and removal piles from the substrate when bottom sediments would be disturbed. Effects to turbidity would be expected to be short term and minimal. Turbidity would return to normal levels within a short time from completion of the proposed action.

No direct effects to marine mammals would be expected from turbidity impacts. Short-term exposure of salmonids and marine fish (prey species for marine mammals) to suspended sediments might occur as the sediment enters the water column. Factors potentially affecting salmonids and marine fish from temporary increases in turbidity could include damage to gill tissue, physiological stress, reduced foraging efficiency, and avoidance behavior.

The minimal and temporary increases in suspended sediments that could result from this project would not likely result in gill tissue damage to fish. Studies investigating similar potential impacts to fish from larger scale sediment dredging operations have shown that increased turbidity levels from these activities were insufficient to cause gill damage in salmonids (Redding et al., 1987; Servizi and Martens, 1987). Suspended sediments in high concentrations (500 to 2,000 mg/L of suspended sediment) have been shown to cause physical stress in salmonids (Redding et al, 1987; Servizi and Martens, 1987). Behavioral responses of salmonids to elevated levels of suspended sediment include feeding disruption and changes in migratory behavior (Martin et al., 1977; Salo et al., 1980; Servizi, 1988). Salmonid foraging behavior can also be impaired by high concentrations of suspended sediment (Bisson and Bilby, 1982; Berg and Northcote, 1985; Redding et al., 1987). Behavioral changes include not rising to the surface to feed, reduction in prey location, and avoidance of areas of increased suspended sediment.

Therefore, while some degree of localized, short-term turbidity is expected during pile driving and removal activities, unconfined salmonids and other marine fish are likely to avoid areas with elevated suspended sediment concentrations (Salo et al., 1980). As such, they would not be expected to experience physiological or behavioral stress from the proposed action. Additionally, a debris curtain/sheeting would be employed to capture debris and sediments during concrete pile removal, further mitigating potential impacts.

3.9.2.2.3 Summary of Effects

Individual marine mammals would possibly be exposed to sound pressure levels during pile installation and removal operations at NBK at Bangor which could result in behavioral disturbance. Any marine mammals that are behaviorally disturbed may change their normal behavior patterns (i.e. swimming speed, foraging habits, etc.) or be temporarily displaced from the area of construction. Any exposures would likely have only a minor effect and temporary impact on individuals and would not result in population level impacts. The sound generated from vibratory pile driving is non-pulsed (e.g., continuous), which is not known to cause injury to marine mammals. Mitigation would likely avoid most potential adverse underwater impacts to marine mammals from impact pile driving. Nevertheless, some level of impact is unavoidable. Impacts to marine mammals from changes in water quality as a result of pile installation/removal operations would not be expected to occur. Other construction activities associated with installation of the pile caps, appurtenances passive cathodic system, and new superstructure would occur over the water's surface, but are unlikely to generate airborne or underwater sounds that will affect marine mammal populations.

Indirect impacts to marine mammals as a result of effects to their prey would vary by prey species. The proposed action would be scheduled to maximize the use of recommended work windows to avoid important salmonid spawning periods. However, some fish species would still likely be present. Fish that occur in the immediate project area would be exposed to underwater noise that could injure or disturb fish or their larvae during pile driving activity. Because vibratory pile driving would be the primary installation method, the most likely impact to fish from pile driving activities at the project area would be temporary behavioral disturbance or avoidance of the area. In general, impacts to marine mammal prey species would be expected to be minor and temporary due to the short-time frame for the Pile Replacement Project. However, moderate impacts could occur to a few species of rockfish (bocaccio, yelloweye, and canary rockfish), Chinook salmon, and summer run chum. Indirect impacts to marine mammal prey as a result of changes in water quality would be expected to be minor and temporary. Dissolved oxygen levels would not be expected to be drop to levels that would result in harm to prey species. Some degree of localized, short term increase in turbidity would be expected to occur during installation and removal of the piles. Prey species are expected to avoid areas with elevated suspended sediments or experience minor behavioral effects due to changes in turbidity.

Endangered Species Act Conclusions

Acoustic exposures to the Steller sea lion are not predicted for pile driving operations associated with the proposed Pile Replacement Project due to this species' lack of presence during the pile driving windows (July 16 – Oct 31 of each year of construction). Other non-pile installation/removal construction activities which could occur during the months when Steller sea lions may be present are unlikely to cause harassment. Indirect effects to this species may be possible due to the moderate effects to several of their prey species (i.e. rockfish ssp. and salmon spp.). Pile driving is known to acoustically impact fish (a prey species of the Steller sea lion) and can cause disturbance, avoidance, and in extreme cases, physical trauma. Since vibratory pile driving and pneumatic chipping are the primary methods of pile installation and removal for this proposed project, impacts to fish are likely to only be temporary and could consist of behavioral disturbance or avoidance of the area. In accordance with the ESA, the U.S. Navy conducted informal consultations with NMFS regarding the potential affect of the proposed action on Steller sea lions. NBK at Bangor initiated consultation with the NMFS Regional office on February 11, 2010 for the Steller sea lion. The Navy requested concurrence with its determination that the proposed action "may affect, but is not likely to adversely affect" the Steller sea lion, and concurrence was received on September 2, 2010 (Appendix D).

Acoustic exposures to Southern Resident killer whales are not predicted for pile installation/removal or other construction operations associated with the proposed Pile Replacement Project due to this species' lack of presence within the Hood Canal. Indirect effects from pile driving activities could occur to their primary prey species (Chinook salmon and Chum salmon). Pile driving is known to acoustically impact fish and can cause disturbance, avoidance, and in extreme cases physical trauma. Since vibratory pile driving and pneumatic chipping would be the primary methods of pile installation and removal for this project, impacts to Chinook and Chum salmon would likely only be temporary and could consist of behavioral disturbance or avoidance of the area. In accordance with the ESA, the U.S. Navy conducted informal consultations with NMFS regarding the potential affect of the proposed action on Southern Resident Killer Whale. NBK at Bangor initiated consultation with the NMFS Regional office on February 11, 2010 for the Southern Resident killer whale. The Navy requested concurrence with its determination that the proposed action "may affect, but is not likely to adversely affect" the SRKW, and concurrence was received on September 2, 2010 (Appendix D).

Marine Mammal Protection Act Conclusions

Acoustic exposure estimates from pile driving operations indicate the potential for Level B harassment as defined by MMPA. No marine mammals would be exposed at levels that would result in injury or mortality. Other construction activities not associated with pile installation and removal would not result in effects that would qualify as Level A or B harassment under the MMPA. Indirect impacts to marine mammals from changes in water quality and prey availability as a result of the EHW-1 Pile Replacement Project are expected to be minimal and would be temporary in nature. Although there may be impacts to individual marine mammals, the impacts at the population, stock, or species level would be negligible. In accordance with the MMPA, the Navy has submitted a request for an Incidental Harassment Authorization (IHA) to NMFS Headquarters for the incidental taking of marine mammals by the proposed action. The Navy submitted the IHA application on December 17, 2010. NMFS HQ published a notice for the proposed incidental harassment authorization on February 4, 2011 and requested comments be submitted by March 7, 2011. The proposed action will not proceed before receipt of the approved IHA which is anticipated in May 2011.

National Environmental Policy Act

The analysis presented above indicates that construction activities associated with the Navy's proposed EHW-1 Pile Replacement Project at NBK at Bangor may have impacts to individual marine mammals, but any impacts observed at the population, stock, or species level would be negligible. Therefore, in accordance with NEPA, there would be no significant impact to marine mammal populations from the EHW-1 Pile Replacement Project.

3.10 BIRDS

The marbled murrelet is the only ESA-listed species that may occur in the vicinity of NBK at Bangor. Two other species, the osprey and great blue heron are currently acknowledged as species of concern under the ESA. The bald eagle has been de-listed from threatened status under the ESA due to its recovery, but remains protected under the Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (Eagle Act) (16 USC § 668-668a). The Eagle Act prohibits the taking, possession of, or commerce in bald and golden eagles. Table 3.48 provides examples of the different groupings of birds that occur or have the potential to occur at the project area. Groupings include shorebirds and wading birds, waterfowl, seabirds and raptors.

Bird density is highest at NBK at Bangor in winter, with large numbers of marine waterfowl occurring at this time. In surveys conducted in the 1990s by Nysewander et al. (2005), the overall density of birds during summer months at the NBK at Bangor waterfront ranged from 10-29 birds per square mile, compared to 29-77 birds per square mile during winter. This variation in density reflects the migratory nature of most bird species found at the Bangor waterfront at NBK.

TABLE 3.48 MARINE BIRD GROUPINGS AND FAMILIES AT THE BANGOR WATERFRONT AT NBK

Marine Bird Grouping	Marine Bird Families	Season(s) of Occurrence	Preferred Habitats	Preferred Prey
Shorebirds and Wading Birds	Plovers, sanderlings, dowitchers, sandpipers, yellowlegs, and phalaropes Great blue heron	• Killdeer: year-round • Great blue heron: year-round • Spotted sandpiper: summer • Phalaropes: during migration • All other species: winter and during spring and/or fall migration	• Great blue heron: shoreline, shallow marine and freshwater • Shorebirds: Intertidal zone, mudflats, beaches	• Great blue heron: crustaceans, small fishes • Shorebirds: marine worms, insect larvae, aquatic insects
Marine Waterfowl	Diving ducks (goldeneye, scoters, bufflehead), mergansers, grebes, loons, dabbling ducks (mallard, wigeon), and geese	• Canada goose, red-necked and hooded mergansers, and some dabbling ducks: year-round • Surf and white-winged scoters: winter and in non-breeding flocks during summer • All other species: winter and/or during migration (spring and/or fall migration)	• Canada goose, mergansers, dabbling ducks: marine and freshwater shorelines, eelgrass beds, and shallow water • Scoters, goldeneyes: marine nearshore and deeper water, near pilings • Grebes, loons: marine nearshore and deeper water	• Canada goose: vegetation • Mergansers: small fishes • Dabbling ducks: marine and freshwater vegetation, freshwater and marine larvae, aquatic and terrestrial insects • Scoters, goldeneyes: molluscs, barnacles, crustaceans, other invertebrates, small fishes • Grebes, loons: small fishes
Seabirds	Pursuit divers: auklets, murres, murrelets, guillemots, and cormorants Surface feeders: gulls and terns	• *Gulls*: glaucous-winged gulls: year-round; Ring-billed gull: year-round; mew gull: winter, migrant; Bonaparte's gull: fall and spring migrant; other species: winter • *Terns*: Caspian terns: summer; common tern: fall migrant • All other species: year-round	• Pursuit divers: marine nearshore and deeper water • Surface feeders (gulls, terns): shoreline, marine nearshore, deeper water	• Pursuit divers: small fishes, invertebrates, zooplankton • Surface feeders: small fishes, molluscs, crustaceans, garbage, carrion
Raptors	Bald eagle Osprey	• Year-round • Summer resident	• Forested shoreline, shoreline, marine nearshore, freshwater	• Bald eagle: fishes, waterfowl, shorebirds, carrion • Osprey: fishes

Sources: Smith et al. 1997; Navy 2001; Opperman et al. 2003; Larsen et al. 2004; Wahl et al. 2005; WDFW 2005.

3.10.1 Affected Environment

3.10.1.1 Regulatory Overview

ESA

See section 3.8.1.1 for a description of the Endangered Species Act.

Migratory Bird Treaty Act

Migratory birds are any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle. The Migratory Bird Treaty Act (MBTA) was enacted in the United States in 1918 in order to establish federal protection for migratory birds (16 USC 703-712). The MBTA prohibits the taking, killing or possessing of migratory birds unless permitted. The list of bird species protected by the MBTA appears in 50 CFR 10.13. NBK at Bangor is located in western Washington State which generally falls within the potential pathway of the Pacific Migratory flyway. Birds utilize this flyway primarily in fall and spring during their southward and northward migrations, respectively.

Bald and Golden Eagle Protection Act

In 1940 bald eagles gained protection under the Bald and Golden Eagle Protection Act. Bald eagles were listed as an endangered species under the Endangered Species Preservation Act of 1966 on March 11, 1967 and in 1972 the bald eagle became protected under the MBTA. On February 14, 1978 the bald eagle was listed as an endangered species in 43 of the continuous states under the Endangered Species Act (ESA) and listed as threatened in five states (Michigan, Minnesota, Wisconsin, Oregon and Washington) (43 FR 6230, February 14, 1978).

Effective 8 August 2007, the USFWS delisted the Bald Eagle under the authority of the ESA (see 72 FR 37345, July 9, 2007), removing it from the ESA's List of Endangered and Threatened Wildlife throughout most of its range. The prohibitions of the ESA no longer apply except to the Sonoran Desert nesting bald eagle population, which is currently listed as threatened. In May 2007 the USFWS issued a set of National Bald Eagle Management Guidelines providing landowners and others with guidance on how to ensure that actions taken on private property are consistent with the Bald and Golden Eagle Protection Act and the MBTA, which both protect Bald Eagles by prohibiting killing, selling or otherwise harming eagles, and their nests or eggs (USFWS, 2007). A modification to the definition of "disturb," a term specifically prohibited as a "take" by the Bald and Golden Eagle Protection Act was implemented on July 5, 2007 (72 FR 31132, June 5, 2007). The revised definition defines "disturb" as "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available:

1. Injury to an eagle,
2. A decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior; or,
3. Nest abandonment, by substantially interfering with normal breeding, feeding or sheltering behavior."

This definition provides clarity to the public while continuing protection for Bald Eagles (USFWS 2007). On September 11, 2009 the USFWS published its Final Rule on Authorizations Under the Bald and Golden Eagle Protection Act for Take of Eagles (74 FR 46836). This Final Rule establishes permit provisions for Bald and Golden Eagle takes under limited circumstances.

3.10.1.2 ESA-Listed Birds

Marbled Murrelet

Status and Management

In 1992, the marbled murrelet was listed as threatened in California, Oregon, and Washington under the ESA (57 FR 45328). Primary causes of the species' decline include direct mortality from oil spills, bycatch in gill-net fisheries, and loss of nesting habitat (61 FR 26256).

Critical Habitat

Critical habitat for nesting was designated for the marbled murrelet in 1996 (61 FR 26256) and is currently proposed for revision; however, the revised critical habitat will not include military lands (71 FR 53838). NBK at Bangor is not within designated marbled murrelet critical habitat (61 FR 26256; 71 FR 53838). Designated critical habitat closest to Hood Canal includes forest lands west and south from Dabob Bay, which is within flight distance of the project area (less than 52 miles [84 km]) for breeding murrelets (61 FR 26256).

Distribution and Abundance

Marbled murrelets are seabirds that spend most of their life in the marine environment and nest in mature and old-growth forests (USFWS, 1997). Murrelets use the marine environment in Hood Canal for courtship, loafing, and foraging (USFWS, 2010). In this area, their nesting season is between April 1 and September 15. During the breeding season, murrelets tend to forage in well-defined areas along the shoreline in relatively shallow marine waters (Strachan et al. 1995). Murrelets forage at all times of the day and in some cases at night (Strachan et al. 1995).

During the pre-basic molt flightless murrelets must select foraging sites that provide adequate prey resources within swimming distance (Carter and Stein, 1995). During the non-breeding season, murrelets typically disperse and are found farther from shore (Strachan et al., 1995).

Murrelets can occur year-round in Puget Sound and Hood Canal, although their flock size, density, and distribution vary by season (Falxa et al., 2008; Nysewander et al., 2005). Murrelet summer foraging groups occur more often in flock sizes of two, with singles and flocks of three or more birds occurring less often (Merizon et al., 1997; Ramos, 2009). Winter flock size is often times greater than four birds (USFWS, 2010, in prep).

Murrelet presence in Hood Canal has been documented through a number of survey efforts. The most accurate information comes from the consistent sampling used to estimate population size and trends under the Northwest Forest Plan Murrelet Effectiveness Monitoring Program (Raphael et al., 2007). Other survey data were generated through the Puget Sound Ambient Monitoring Program (PSAMP), conducted by WDFW. These two survey efforts (conducted since the mid-1990s) have estimated marbled murrelet densities in inland Washington marine waters. Surveys conducted for the Northwest Forest Plan Murrelet Effectiveness Monitoring Program estimated a density of 3.7 birds per square mile in Hood Canal during the 2003 breeding season (April–September) (Miller et al., 2006). The PSAMP surveys estimated marbled murrelet density in northern Hood Canal from 2.8 to 7 birds per square mile during the winter from 1993 to 2006, and 1.4 to 2.8 birds per square mile during the summer from 1992 to 1999 (WDFW, 2007b).

USFWS (2010) approximated the murrelet summer density for Floral Point (an area at the northern end of the Bangor waterfront at NBK) using the survey results for stratum 2 (conducted in July and August 2008) in Conservation Zone 1 (Falxa et al., 2009). To approximate murrelet winter density at Floral Point, USFWS (2010) developed an index using the results of winter surveys reported by Nysewander et al. (2005) for the Puget Sound Ambient Monitoring Program (1992-1999). This resulted in a multiplication of the summer density by a factor of 1.84. Table

3.49 summarizes the Floral Point marble murrelet density, which will be used for this analysis due to the absence of data specific to the proposed action.

Additional surveys specific to marbled murrelet presence at NBK at Bangor have been conducted. Marbled murrelets were observed in shoreline and at-sea surveys conducted over several months from 2007 to 2010 (Agness and Tannenbaum, 2009b; Tannenbaum et al., 2009b), and the Kitsap Audubon Society reported marbled murrelets in three annual Christmas Bird Count surveys between 2001 and 2007 (Kitsap Audubon Society, 2008). Murrelets were observed in nearshore and deeper waters, including one individual near EHW-1 in September 2008; however, densities were not able to be calculated from these surveys.

Marbled murrelets nest solitarily in trees with features typical of coniferous old-growth (stand age from 200 to 250 years old, trees with multi-layered canopy). Although old-growth forest is the preferred habitat for nesting, marbled murrelets are known to nest in mature second growth forest with trees as young as 180 years old (Hamer and Nelson, 1995). WDFW Priority Habitat Species maps do not indicate the presence of marbled murrelet nests in the upland areas including, and adjacent to NBK at Bangor (WDFW, 2007c). Although forest stand inventories at NBK at Bangor indicate that stands are typically less than 110 years old, some relict, old-growth trees can be found near Devil's Hole and a small, "old-growth" stand has been recently located at the northern portion of the base (International Forestry, 2000; Jones, 2010). This stand is scheduled for delineation to determine suitability as "potential habitat" for marbled murrelets."

TABLE 3.49 THE COMPUTED DENSITY AND NUMBER OF MURRELETS PRESENT BY FLORAL POINT DURING SUMMER AND WINTER

Area	Number and Density of Murrelets			
	Summer Season		Winter Season	
	Density† ($no./km^2$)	Number of Murrelets	Density‡ ($no./km^2$)	Number of Murrelets
Floral Point	1.61	155	2.96	284

†This was the mean density of murrelets in Conservation Zone 1 as reported by Falxa et al. (*in litt.*).
‡The estimated density of murrelets is projected to increase by a factor of 1.84 (1.61 x 1.84 = 2.96).

3.10.1.3 Species with Special Protection Status

Bald Eagle

Bald eagles in the Pacific Northwest include resident birds and winter migrants that breed farther north. Migration patterns in general are timed to track the availability of spawning salmonids (Buehler, 2000). Many resident eagles in the Pacific Northwest migrate in late summer, when juveniles and adults move north up the coast to meet salmon runs in Alaska. At the end of these salmon runs in late fall, Alaskan and Pacific Northwest eagles move south along the coast following salmon runs. Adults reach wintering grounds in the Pacific Northwest in November or December, followed by juveniles in January (Buehler, 2000). Eagles that breed in more northern latitudes return to their breeding grounds during spring migration from January to March, depending on food resources and weather conditions.

WDFW identified 1,125 bald eagle territories in Washington in 2005, of which 75 percent were occupied (WDFW, 2007d). Near Hood Canal and the Bangor waterfront at NBK, bald eagles nest along the shoreline of Dabob Bay on the Bolton Peninsula and along the shoreline of Quilcene Bay, west of Dabob Bay, in Hood Canal. Bald eagles have been observed feeding, perching or roosting, and bathing at NBK at Bangor year round (Don, 2001; Agness and Tannenbaum, 2009b; Tannenbaum et al., 2009b). An active bald eagle nest is located south of Devil's Hole near the waterfront (Leicht, 2008, personal communication) and bald eagle nesting territories occur within 1 mile (1.7 km) of the base (WDFW, 2007c). The closest known nesting territory outside the base contains two nests, one of which is approximately 850 ft (260 m) north of the NBK at Bangor property line. A third nest in this territory, which was about 550 ft (167 m) from the property line, no longer exists (Slater, 2009). Five known bald eagle territories are located on the Toandos Peninsula of Hood Canal (WDFW, 2007c). The closest point of Toandos Peninsula is ~1.5 miles away from NBK at Bangor.

Osprey

Ospreys are listed as a species of concern under the ESA and are a species to monitor for the state of Washington. Ospreys are summer-resident raptors that occur and nest near water, including marine shorelines, rivers, lakes, and streams where fish are available for foraging (Poole et al., 2002). Their nests are usually located in tall trees near large bodies of water. They have been observed flying, perching, and foraging at NBK at Bangor (Agness and Tannenbaum, 2009b; Tannenbaum et al., 2009b). Four active osprey nests at NBK at Bangor with fledged young were cited in the INRMP (DoN, 2001), including a nest south of Cattail Lake (> 1 mile from the study area). These nest sites are protected with 100 ft (30 m) no-harvest buffer zones.

Great Blue Heron

Great blue heron are listed as a species of concern under the ESA and are a species to monitor for the state of Washington. Great blue herons forage on fish, amphibians, and aquatic invertebrates in wetlands, streams, and marine shorelines and, although distributed throughout the state of Washington, are most common in lowlands (Quinn and Milner, 2004). They are year-round residents in low-elevation areas of western Washington. Great blue herons breed in colonies (rookeries) that are typically located near a body of water. The INRMP cited up to six great blue heron rookeries (Don, 2001) located at Hunter's Marsh and other wetlands at NBK at Bangor. However, no evidence of breeding was observed during May 2008 field visits to Hunter's Marsh, the only rookery cited in the INRMP that would be in the vicinity of the project area. The Navy manages impacts to heron rookeries by establishing a 100 ft (30 m) no-harvest buffer zone for timber around nesting locations (DoN, 2001). In 2008, three new nests were constructed on a lighting tower at EHW-1, at least two of which had chicks during summer 2008 marine wildlife surveys (Tannenbaum et al., 2009b). Subsequent surveys in the winter of 2009/2010 (non-nesting season) did not show the presence of any nesting materials at the tower, though these surveys occurred outside of the nesting season (Tannenbaum 2010, pers. comm.). It is expected, however, that future nesting in this location is unlikely since EHW-1 is a poor quality nesting location.

3.10.1.4 Non-Listed ESA Birds

Shorebirds

Shorebirds occurring at or near the project area are mainly present during winter and/or migration, depending on species life history (Table 3.49). Exceptions include the killdeer, which is present year round, and the spotted-sandpiper, a summer resident and potential breeder at NBK at Bangor. Shorebirds primarily rely on resources at NBK at Bangor for foraging during the non-breeding season when over-wintering, or as a stopover during spring and fall migrations (for species such as phalaropes) (Buchanan, 2004). Both the killdeer and spotted sandpiper nest close to water (Opperman, 2003) and may nest on the shoreline in the vicinity of the EHW-1 Pile Replacement Project area. Shorebirds focus on intertidal habitat for all foraging activities (Johnson and O'Neil, 2001). Many shorebird species (e.g., plovers, sanderlings, sandpipers, and dowitchers) forage on larvae and aquatic insects (Buchanan, 2004). Other food sources of shorebirds include amphipods, copepods, crustaceans, and molluscs. Shorebirds rest or sleep (roost) in a variety of location-dependent habitats. Some roosting habitats used by shorebirds include salt flats adjacent to intertidal foraging areas, higher elevation sand beaches, fields, or grassy areas near intertidal foraging areas; roost sites occasionally include piles, log rafts, floating docks, or other floating structures when natural roost sites are limited (Buchanan, 2004).

Marine Waterfowl

Most marine waterfowl species only occur at the NBK at Bangor waterfront during the winter and migrate north during their breeding season. However, common and hooded mergansers, Canada geese, and some dabbling duck species (mallard, gadwall, and northern shoveler) can be found near the project area year round. Of these species, only the Canada goose and merganser have been regularly sighted during summer months (Agness and Tannenbaum, 2009b; Tannenbaum et al., 2009b). Surf and white-winged scoters primarily occur in winter but can occur in summer (Opperman, 2003), although sightings of scoters are less common during summer months (Agness and Tannenbaum, 2009b). Marine waterfowl primarily forage in the nearshore environment, including near manmade structures (such as EHW-1), but are also found in inland deeper marine waters (Agness and Tannenbaum, 2009b). The primary forage resources of marine waterfowl include molluscs, crustaceans, and plant material. Other secondary food sources of marine waterfowl in the nearshore vicinity of the project area are aquatic larvae and invertebrates. In the Puget Sound region, eelgrass beds are important foraging zones for dabbling ducks (American wigeon and mallard) (Lovvorn and Baldwin, 1996). Mergansers, such as the common merganser, nest close to water in rock crevices, tree cavities, or under tree roots (Opperman, 2003) and may nest along the shoreline habitat near the project area during summer. Marine waterfowl also rest on shore and the intertidal zone (Agness and Tannenbaum, 2009b).

Seabirds

There are two primary guilds of seabirds that occur near the project area: surface feeding and pursuit-diving. In addition, the parasitic jaeger is a predatory seabird that may occur in the vicinity of NBK at Bangor during fall migration (late September to early October) in pursuit of small birds (such as common terns, which are also in migration during this time) (Opperman, 2003). Depending on individual species' life history, surface-feeding seabirds occur during different seasons. Whereas glaucous-winged gulls occur year round (Hayward and Verbeek, 2008), other gull species only occur during a portion of the year (see 3.49). Glaucous-winged gulls breed at established colonies, and the closest colony to the project area is located approximately 30 miles (48 km) to the northwest (Protection Island) (Hayward and Verbeek, 2008). Non-breeding Caspian terns and breeders disperse from colonies after the breeding season ends in June or July and are common in the vicinity of the project area from April to August. Gulls and terns in the vicinity forage on small schooling fish, visible from the water surface in the nearshore marine and inland marine deeper water habitats (e.g., Pacific herring, Pacific sand lance, and juvenile salmonids). Additional forage resources taken opportunistically by gulls include objects gleaned on the water surface, garbage on shore or inland, scavenged carrion, and small birds and eggs. Gulls can also forage in the intertidal zone; for example, gulls can feed on molluscs by dropping a mollusc from the air to break the shell on the beach or other hard surface, such as EHW-1.

Pursuit-diving seabirds can occur year round in the vicinity of the project area; however, numbers of some species are greater during winter months (e.g., pelagic cormorant, common murre, and pigeon guillemot). Cormorants, such as the double-crested cormorant, nest in colonies along the outer coast of Washington; however, non-breeding cormorants are found year round at NBK at Bangor. Cormorants roost on buoys and other structures at the waterfront in groups of 10 individuals, the majority of which are juveniles (Agness and Tannenbaum, 2009b). Gulls roost in similar sized groups (Agness and Tannenbaum, 2009b).

With the exception of the pigeon guillemot, seabirds such as the common murre and rhinoceros auklet do not nest near the project area (Wilson and Manuwal, 1986; Ainley et al., 2002; Agness and Tannenbaum, 2009b). Non-breeding common murres can occur year round. In general however, common murres are most abundant in inland waters of Washington during the winter (Johnson and O'Neil, 2001), whereas rhinoceros auklets are more common in inland waters during the summer (Johnson and O'Neil, 2001; Opperman, 2003).

Pursuit-diving seabirds are found in nearshore and inland marine deeper waters near the project area, where they dive to capture prey underwater. These seabirds are also found near manmade structures, such as the EHW-1, where algal and invertebrate communities (which provide additional forage resources) have become established on underwater piles. Primary forage resources of these seabirds include small schooling fish and other nearshore fish, such as Pacific sand lance and Pacific herring (Vermeer et al., 1987). The pigeon guillemot forages opportunistically on a more general diet of epibenthic fish and invertebrates than some other pursuit-divers, such as the common murre (Vermeer et al., 1987). Additional forage resources of pursuit-diving marine birds in the marine water habitats include zooplankton and aquatic invertebrates.

3.10.2 Environmental Consequences

3.10.2.1 No Action Alternative

Under the No Action Alternative the EHW-1 Pile Replacement Project would not be conducted. Baseline conditions, as described above, for birds would remain unchanged. The existing EHW-1 wharf components (i.e. pilings, etc.) would continue to deteriorate, resulting in concrete fragmentation and the exposure of the internal rebar structure of the pile and decreased structural integrity of the wharf. However, there would be no significant impacts to birds from implementation of the No Action Alternative.

3.10.2.2 Proposed Action

The evaluation of impacts to marine birds considers the importance of the resource, the proportion of the resource affected relative to its occurrence in the region, the particular sensitivity of the resource to project activities and the duration of environmental impacts or disruption. In general, impacts from pile driving at the EHW-1 Pile Replacement site would be similar to those described for marine mammals (see Section 3.9), including elevated underwater noise levels, increased human activity and noise, and changes in prey availability within the project area. In particular, underwater and airborne pile driving noise during the pile installation and removal and other construction activities has the potential to disrupt marine bird nesting, foraging, and resting in the vicinity of the project area. Impacts to marine birds would be anticipated to be highly localized because marine birds are wide-ranging and have a large foraging habitat available in Hood Canal, relative to the foraging area that might be impacted by construction activities within the project area.

3.10.2.2.1 Potential Direct Effects of the Proposed Action

3.10.2.2.1.1 Potential Effects of Pile Driving Activities

The EHW-1 Pile Replacement Project could potentially expose birds to noise associated with pile driving (including pneumatic chipping). Potential impacts from pile driving noise could occur if birds are flying over the project area or foraging underwater at the same time noise is being generated by impact pile driving, and to a lesser extent, vibratory pile driving and pneumatic chipping. These potential impacts are discussed below.

<u>Potential Effects of Underwater & Airborne Noise</u>

There are no empirical data specific to impact pile driving and its effects on any seabird, but studies that have evaluated other types of underwater sounds (underwater blasting and seismic testing) on vertebrates provide some basis for evaluating the effects of pile driving on seabirds (Entranco and Hamer Environmental, 2005). Exposure to high sound pressure levels (SPLs) can result in barotrauma, a physical injury caused by a change in pressure usually occurring in the ear (Hastings and Popper, 2005; USFWS, 2006), i.e., internal injuries, including hemorrhage and rupture of internal organs caused by a difference in pressure between an air space inside the body and the surrounding gas or liquid. As a result, marbled murrelets (and other diving birds) exposed to underwater sound pressure levels from impact pile driving within close proximity to the source could potentially be injured. Recent construction-period monitoring at Hood Canal Bridge, approximately 22 miles (35 km) from NBK at Bangor, described a pigeon guillemot that appeared to be distressed and initially unable to fly following underwater exposure to impact pile driving at a distance of approximately 225 ft (68 m) (Entranco and Hamer Environmental, 2005).

Although some birds may exhibit an annoyance reaction and flee from the project area upon commencement of pile driving, others may continue to forage close to the construction area and be exposed to associated noise. Prey species, such as fish, could potentially be killed or injured as a result of pile driving, which could serve as an attractant and compound the issue of underwater noise exposure to birds that forage underwater. Monitoring at Hood Canal Bridge demonstrated that marbled murrelets continued to dive and forage within 984 ft (300 m) of active pile driving operations, within the projects predicted impact area (Entranco and Hamer

Environmental, 2005). This observation indicates that some foraging marine birds may habituate to pile driving.

Behavioral responses of birds to pile driving are not well known and were extrapolated from the literature on fishes by USFWS, recognizing that there is considerable uncertainty on the subject (USFWS, 2006). In the analysis of pile driving impacts to marbled murrelets at the Anacortes, Washington, ferry terminal, USFWS stated that they would anticipate that SPLs in excess of 150 dB re: 1 μPa rms could cause significant disruption of normal behaviors (USFWS, 2006). Behaviors that would indicate disturbance of marbled murrelets and other marine birds include flushing (startle reaction), aborted feeding attempts, delayed feeding, or avoidance of the area. Temporary threshold shift (TTS) can also result from exposure to elevated underwater noise, potentially affecting communication and/or ability to detect predators or prey. Responses of marine bird species in general are expected to be similar to those predicted for marbled murrelets. Birds would likely avoid the immediate pile driving site, but could potentially habituate to pile driving noise well within the disturbance impact area due to sound attenuation with increasing distance from the source.

Thresholds and Criteria for Pile Driving

Little is known of the physiology of avian hearing underwater, and there are no empirical data specific to the effects of pile driving on seabirds. However, USFWS uses a 180 dB re: 1μPa peak threshold to conservatively address underwater noise impacts that may cause injury and a 150 dB re: 1 μPa rms for behavioral disturbance (USFWS, 2006). USFWS (2004a) identified a sound-only injury threshold for marbled murrelets at nest sites of 92 dB (A) re: 20 μPa, where injury is defined as a bird flushing from the nest or the young missing a feeding. This threshold was generated by work done in the Olympic National Forest for marbled murrelets and spotted owls (USFWS 2004).

Underwater & Airborne Noise from Pile Driving

Underwater Noise

As described in Section 3.9.2.2.1.4 (Underwater Noise), pile driving and removal within the project area would result in increased underwater noise levels. Impact pile driving using a single-acting diesel impact hammer and 30-inch (76-cm) steel piles would produce peak underwater noise levels of 208 dB re: 1 μPa peak and root mean square (rms) level of 193 dB re: 1 μPa at a distance of 33 ft (10 m) from the pile in the absence of any noise mitigation devices. Vibratory pile driving during pile installation using 30-inch (76-cm) steel piles would produce a root mean square (rms) level of 168 dB re: 1 μPa at a distance of 33 ft (10 m) from the pile. Vibratory pile driving during steel pile removal using 24-inch (61-cm) steel piles would produce a root mean square (rms) level of 165 dB re: 1 μPa at a distance of 33 ft (10 m) from the pile. The use of a chipping hammer (or similar concrete demolition device) during concrete pile removal would produce a root mean square (rms) level of 161 dB re: 1 μPa at a distance of 3 ft (1 m) from the pile. Ambient noise levels measured underwater along the Bangor waterfront at NBK were measured at 114 dB re: 1 μPa (Slater, 2009).

Airborne Noise

As described in Section 3.9.2.2.1.4 (Airborne Noise), pile driving and removal within the project area would result in increased airborne noise levels. Based on in-situ recordings from similar monitored projects the sound pressure level which could be expected at the EHW-1 site during pile installation with 30-inch steel pipe piles are: 91 dB(A) re: 20 µPa at 300 ft (~ 131 dB(A) at the source) during impact pile driving and 91 dB(A) re: 20 µPa at 50 ft (~ 115 dB(A) at the source) during vibratory pile driving (WSDOT 2007; 2010). The sound pressure level that is anticipated during vibratory steel pile removal with a 24-inch steel pipe pile is 90 dB(A) re: 20 µPa at 50 ft (~ 114 dB(A) at the source) (WSDOT 2010; 2006). The sound pressure level that is anticipated while using a chipper hammer (or other similar device) during concrete pile removal is 110 dB (A) at the source (Schwartz, 2006).

Potential Impact Area of Pile Driving Activities

Underwater Impacts

Pile driving would generate underwater noise that potentially could result in disturbance to marbled murrelets as they dive underwater in the project area. Transmission loss (TL) underwater is the decrease in acoustic intensity as an acoustic pressure wave propagates out from a source. TL parameters vary with frequency, temperature, sea conditions, current, source and receiver depth, transmission loss is:

$$TL = B * \log_{10}(R) + C * R,$$

Where:

B = logarithmic (predominantly spreading) loss
C = linear (scattering and absorption) loss
R = range from source in meters

For all underwater calculations in this assessment, linear loss (C) was not used (i.e. C=0) and transmission loss was calculated using only logarithmic spreading. Therefore, using practical spreading (B=15), the revised formula for transmission loss is TL = 15 log10 (R).

The distances to the underwater marbled murrelet thresholds were calculated using the received levels reported previously from in-situ recordings from other similar construction activities, and the formula above for practical spreading. For the proposed action, the Navy would employ noise reduction techniques during impact pile driving, including the use of a bubble curtain (or bubble wall). Additionally, vibratory pile driving would be the primary installation method. The calculations of the distances to the marbled murrelet noise thresholds were calculated for impact installation with and without consideration for mitigation measures. Distances calculated with consideration for mitigation assumed a 10 dB reduction in source levels from the utilization of sound attenuation devices (i.e. bubble curtain/wall). The Navy will be using the mitigated distances for impact pile driving for all further analysis in this EA. The modeling indicates the distance to the 180 dB peak injury threshold during steel pile installation would be 522 ft (159 m). The distance to the 150 dB rms disturbance threshold for impact and vibratory pile driving during steel pile installation would be 5,199 ft (1,585 m) and 522 ft (159 m), respectively. The distance to the 150 dB rms disturbance threshold vibratory steel removal and concrete pile removal using a pneumatic chipping hammer would be 328 ft (100 m) and 20 ft (6 m), respectively. As discussed in Section 3.9.2.2.1.5, some of the distances produced by the calculations are unrealistic, because they assumed a field free of obstruction. For instance, the actual distance to the behavioral disturbance zone for impact pile driving may be shorter than that calculated due to the irregular contours of the waterfront, the narrowness of the canal, and the maximum fetch at the project area. Table 3.50 through Table 3.52 summarizes the distances to an area encompassed by sound pressure levels generated during the different phases of construction relative to USFWS guideline thresholds. Figures 3.25 through 3.27 provide a visual depiction of these zones relative to the study area.

TABLE 3.50 CALCULATED DISTANCE (M) TO AND AREA ENCOMPASSED BY THE USFWS GUIDELINE THRESHOLD FOR UNDERWATER IMPACTS FROM PILE DRIVING ON THE MARBLED MURRELET DURING PILE INSTALLATION

Species	Threshold	Distance (m)	Distance in (km)	Predicted Area in (km^2)	Actual Area in (km^2)
Marbled Murrelet	Impact Driving - Injury (180 dB peak)	159*	0.159	0.0794	0.0794
	Impact Driving - Behavioral (150 dB rms)	1,585*	1.585	7.892	4.203
	Vibratory Driving - Behavioral (150 dB rms)	159	0.159	0.0794	0.0794

* Distance assumes a -10 dB reduction in source sound pressure levels due to mitigation.

TABLE 3.51 CALCULATED DISTANCE (M) TO AND AREA ENCOMPASSED BY THE USFWS GUIDELINE THRESHOLDS FOR UNDERWATER IMPACTS FROM PILE DRIVING ON THE MARBLED MURRELET DURING STEEL PILE REMOVAL

Species	Threshold	Distance (m)	Distance in (km)	Predicted Area in (km^2)	Actual Area in (km^2)
Marbled Murrelet	Vibratory Driving - Behavioral (150 dB rms)	100	0.10	0.0314	0.0314

TABLE 3.52 CALCULATED DISTANCE (M) TO AND AREA ENCOMPASSED BY THE USFWS GUIDELINE THRESHOLD FOR UNDERWATER IMPACTS FOR MARBLED MURRELET FROM USING A CHIPPING HAMMER DURING CONCRETE PILE REMOVAL

Species	Threshold	Distance (m)	Distance in (km)	Predicted Area in (km^2)	Actual Area in (km^2)
Marbled Murrelet	Vibratory Driving - Behavioral (150 dB rms)	6	0.006	0.0001	0.0001

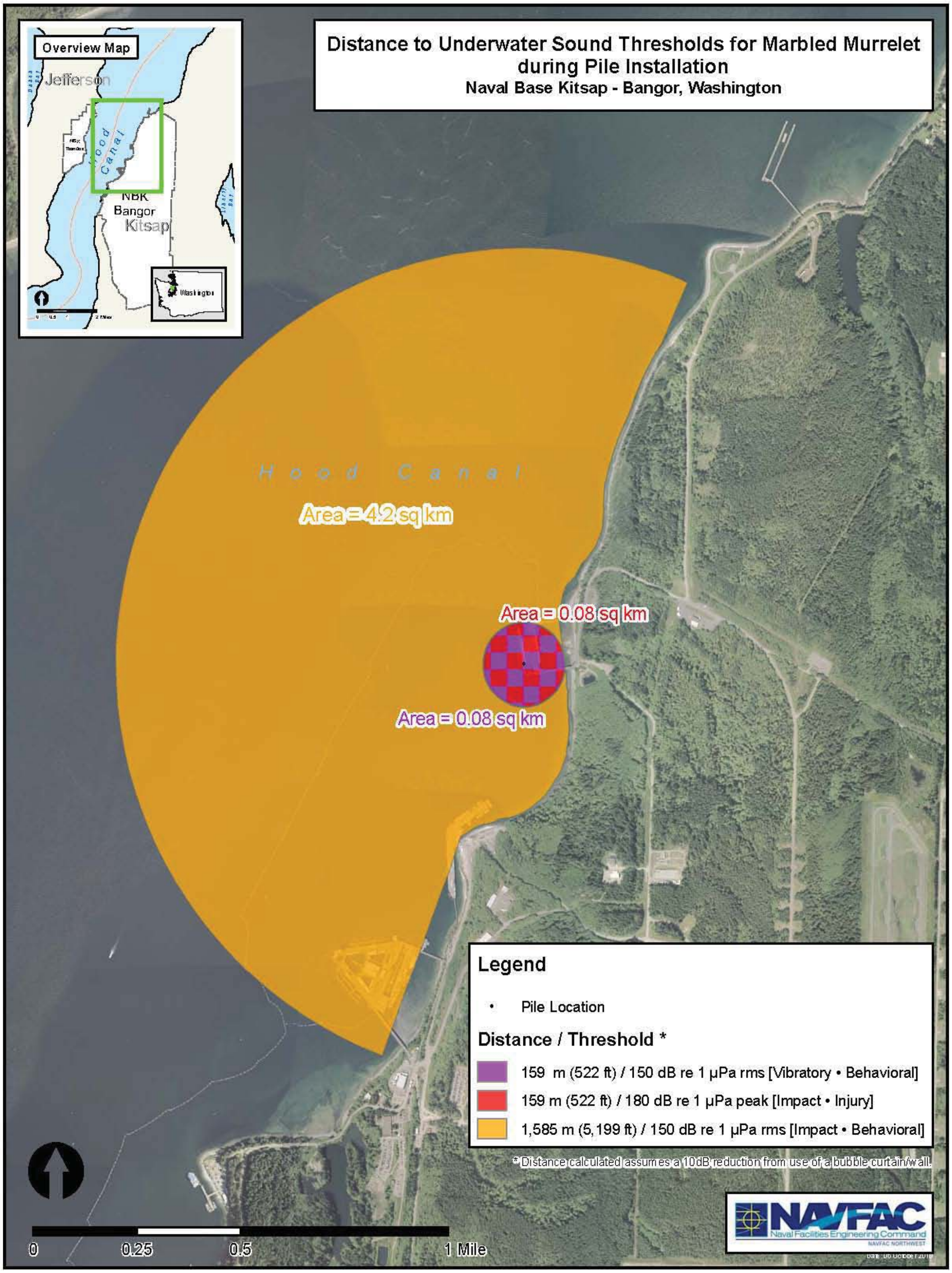


Figure 3-25 Distance(s) to USFWS Underwater Noise Thresholds for Marbled Murrelets from Impact and Vibratory Pile Driving During Pile Installation

Figure 3-26 Distance(s) to USFWS Underwater Noise Thresholds for Marbled Murrelets from Vibratory Pile Driving During Steel Pile Removal

Figure 3-27 Distance(s) to USFWS Underwater Noise Thresholds for Marbled Murrelets from a Chipping Hammer During Concrete Pile Removal

Airborne Impacts

Pile driving would generate airborne noise that potentially could result in disturbance to birds foraging, resting, or transiting in the vicinity of the project area. Transmission loss (TL) in air is the decrease in acoustic intensity as an acoustic pressure wave propagates out from a source. A spherical spreading loss model, assuming average atmospheric conditions, was used to estimate the distance to the 92 dB(A) re 20 μPa rms airborne thresholds for marbled murrelets. The formula for calculating spherical spreading loss is:

$$TL = 20\log r$$

Where:

TL = Transmission loss

r = Distance from source to receiver

*Spherical spreading results in a 6 dB decrease in sound pressure level per doubling of distance.

The distances to the airborne marbled murrelet threshold was calculated using received levels reported previously from in-situ recordings from other similar construction activities, and the formula above for spherical spreading. The modeling indicates that the distance to the 92 dB(A) re 20 μPa airborne injury during steel pile installation would be at a distance of 295 ft (90 meters) for impact pile driving and 46 ft (14 m) for vibratory pile driving. The distance to this threshold during vibratory steel pile removal would be 46 ft (14 m) and 26 ft (8 m) for concrete pile removal using a pneumatic chipping hammer. Table 3.53 summarizes the distances to an area encompassed by sound pressure levels generated during the different phases of construction relative to USFWS guideline thresholds. Figures 3.28 through 3.30 provide a visual depiction of these zones relative to the study area. Since protective measures are in place out to the distances calculated for the underwater thresholds, the distances for the airborne thresholds will be covered fully by monitoring.

TABLE 3.53 CALCULATED DISTANCE (M) TO AND THE AREA ENCOMPASSED BY THE USFWS GUIDELINE THRESHOLD FOR AIRBORNE IMPACTS FROM PILE DRIVING ON THE MARBLED MURRELET

Activity Description	Airborne Distance (m) to 92 dB(A) re 20 μPa (Injury Threshold)	Area Encompassed by the Injury Threshold (km^2)
Pile Installation (All Steel)		
Impact Driving	90	0.0254
Vibratory Driving	14	0.0006
Pile Removal (Vibratory or Pneumatic Chipping)		
Steel	14	0.0006
Concrete	8	0.0002

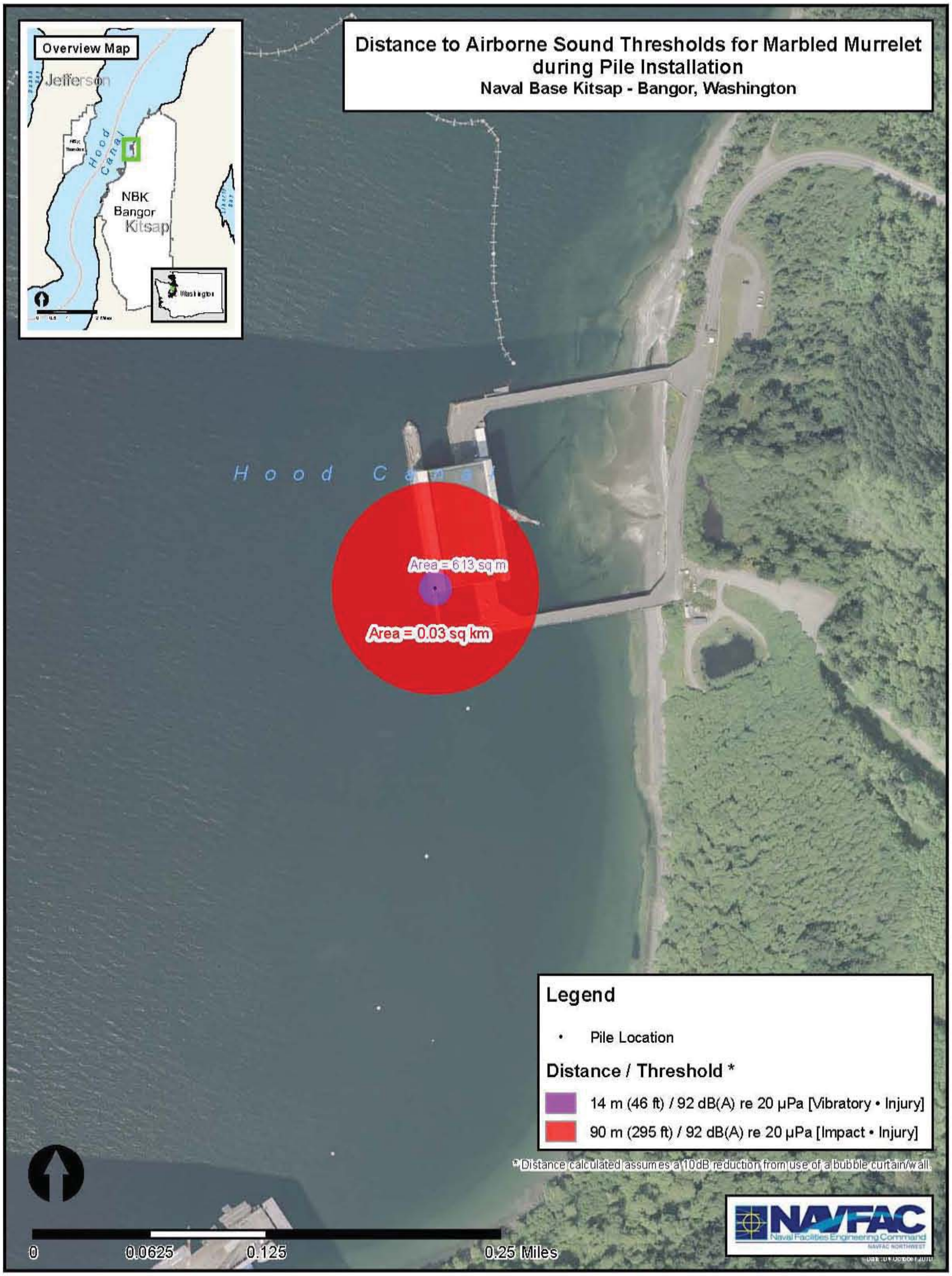


Figure 3-28 Distance(s) to USFWS Airborne Noise Thresholds for Marbled Murrelets from Impact and Vibratory Pile Driving During Pile Installation

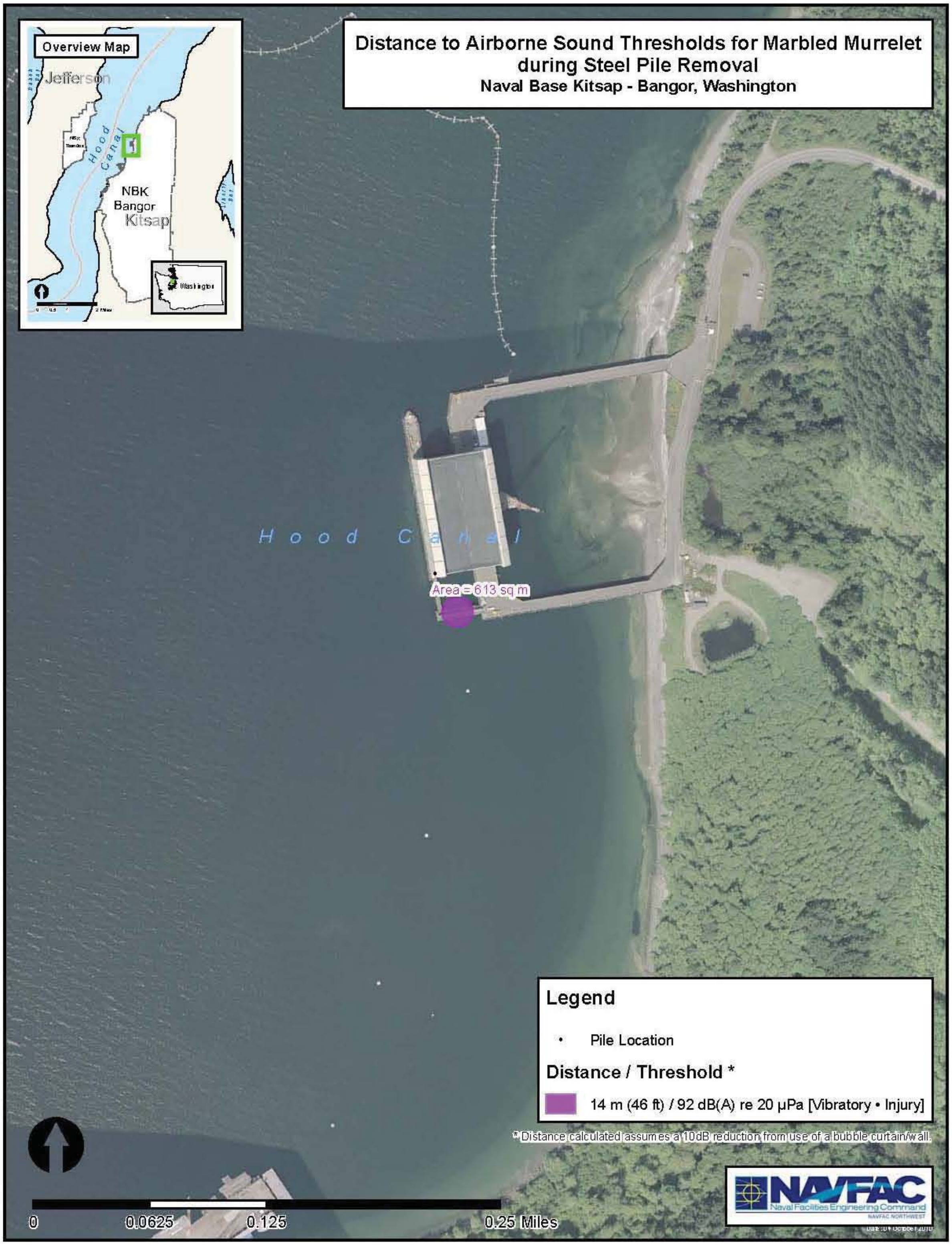


Figure 3-29 Distance to USFWS Airborne Noise Threshold for Marbled Murrelets from Vibratory Pile Driving During Steel Pile Removal

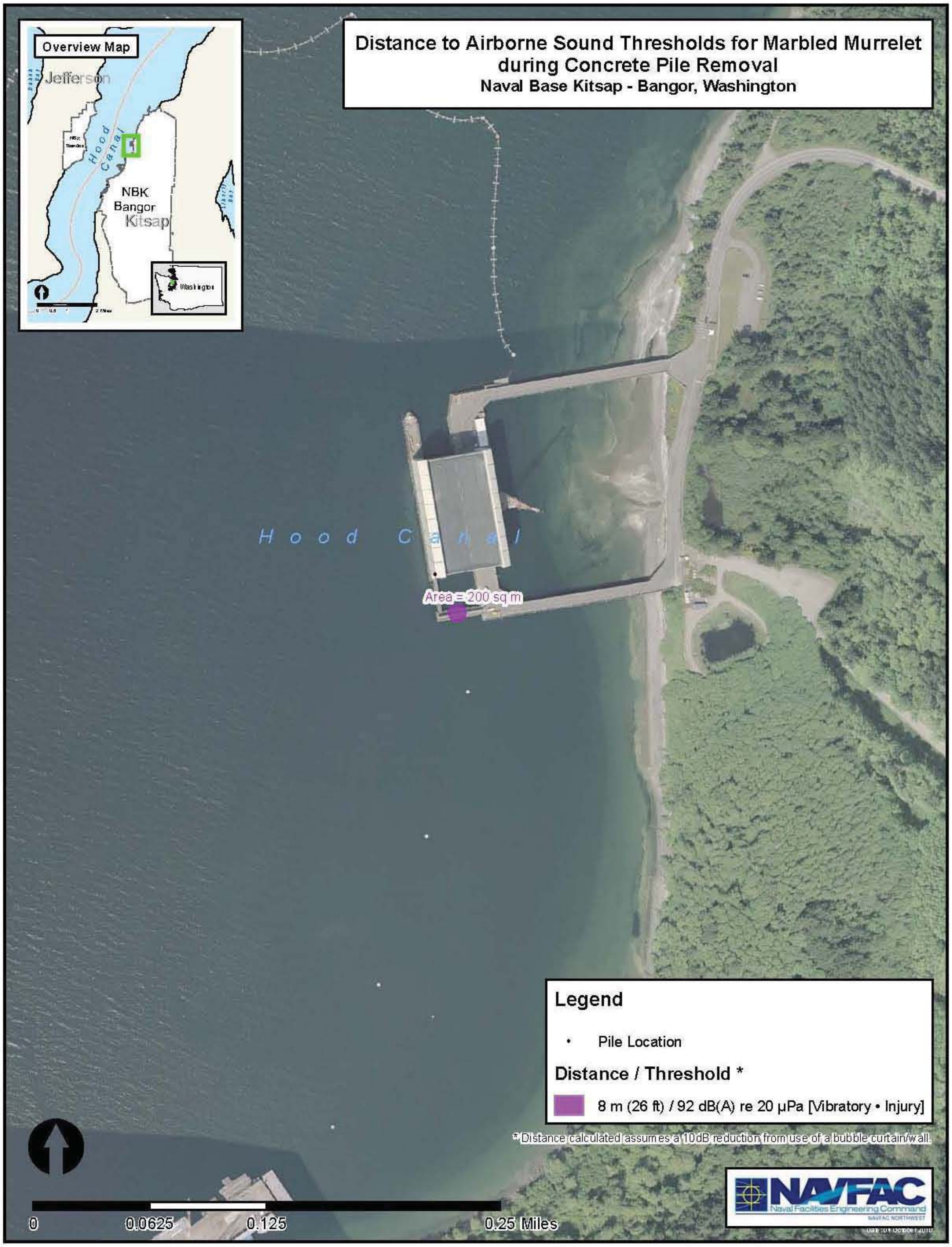


Figure 3-30 Distance to USFWS Airborne Noise Threshold for Marbled Murrelets from a Chipping Hammer During Concrete Pile Removal

USFWS (2004a) has also identified noise-only alert and disturbance thresholds for marbled murrelets, where alert behavior refers to the bird showing apparent interest in the noise source and disturbance is indicated by avoidance of the noise. These threshold levels change depending on the baseline noise level, and do not widely apply (USFWS, 2004a; WSDOT, 2008; Teachout, 2009, personal communication). The airborne threshold was derived from studies of nesting murrelets, and responses of foraging and resting birds in the marine environment are less well known. However, murrelets on the water may be impacted by pile driving through injury or behavioral disturbance within the aforementioned distances.

Noise-related thresholds have not been established for marine bird species other than marbled murrelets that occur on the waterfront, such as scoter species, pigeon guillemots, goldeneye species, cormorants, and grebes, but they are likely to respond similarly to pile strikes. Behavioral responses of seabirds, including marbled murrelets, were monitored during construction of Hood Canal Floating Bridge in Washington (Entranco and Hamer Environmental, 2005). At the beginning of pile driving work, the majority of seabirds in the vicinity responded by flushing, but over time some habituation occurred. Most of these species use the Bangor waterfront at NBK for foraging and resting (Agness and Tannenbaum, 2009b; Tannenbaum et al., in prep., b).

Sound Exposure Modeling

For details of the sound exposure modeling see Section 3.9.2.2.1.6. The exposure assessment methodology is an estimate of the numbers of individuals exposed to the effects of pile driving activities exceeding USFWS guideline thresholds. Of significant note in these exposure estimates, additional mitigation methods (i.e. visual monitoring and the use of shutdown zones) were not quantified within the assessment and successful implementation of this mitigation is not reflected in exposure estimates. Results from the acoustic impact exposure assessment should be regarded as conservative estimates that are strongly influenced by limited biological data. For instance, the Navy assumed that 100 percent of the in-air density of marbled murrelets was available to be exposed to underwater sounds at any time which is a highly conservative modeling parameter. While the numbers generated from the pile driving exposure calculations provide conservative overestimates of marbled murrelet exposures for consultation with USFWS, the duration and limited geographic extent of Pile Replacement Project would likely further limit actual exposures.

ESA-Listed Birds

Marbled Murrelet

Marbled murrelets are present in the Hood Canal almost year-round but have peak densities in the winter. The pile driving period (72 days) would overlap the end of the marbled murrelet nesting period (April 1 to September 15); however, murrelet densities are lowest during the summer period in which this project would take place (Nysewander et al., 2005) and suitable nesting habitat does not occur within 0.25 miles (1320 ft/403 m) of the project area. Noise from pile installation and removal has the potential to cause injury and behavioral disturbance for marbled murrelets. Although murrelets would likely avoid the immediate pile driving site and would habituate to pile driving noise well within the disturbance impact area, potential impacts may occur, especially considering the observations at Hood Canal Bridge (Entranco and Hamer Environmental, 2005), described in Section 3.10.2.2.1.1.

Table 3.54 depicts the number of acoustic exposures that are estimated from vibratory and impact pile driving and pneumatic chipping both underwater and airborne for marbled murrelets. Based on the modeling analysis, there is the potential for 35 marbled murrelets to be exposed to underwater sound pressure levels that would cause disturbance as a result of impact pile driving during pile installation. Marbled murrelets would not be expected to be exposed to underwater sound pressure levels that would cause injury or behavioral disturbance during any other phase of construction. Disturbance from underwater noise impacts would not be expected to be significant because it is estimated that only a small number of marbled murrelets would be affected by acoustic harassment. Additionally, marbled murrelet observers would be monitoring the shutdown and buffer zones (see Chapter 4 for a detailed discussion of mitigation measures) for the presence of marbled murrelets, and would alert work crews when to begin or stop work due to presence of these birds in or near the shutdown and buffer zones, thereby reducing the potential for acoustic harassment. Based on the exposure analysis, the Navy's commitment to monitoring and implementing the mitigation measures specified below, and USFWS guideline thresholds, no marbled murrelets are expected to be exposed to airborne sound pressure levels during any phase of construction that would cause injury.

TABLE 3.54 POTENTIAL EXPOSURES OF MARBLED MURRELETS WITHIN VARIOUS USFWS ACOUSTIC THRESHOLD ZONES

Density (birds/km^2)	Stage of EHW-1 Action	Underwater Exposure Estimates[1]			Airborne Exposure Estimate[2]
		Impact Injury Threshold (180 dB peak)	Impact Disturbance Threshold (150 dB rams)	Vibratory[3] Disturbance Threshold (150 dB rms)	Impact & Vibratory Injury Threshold (92 dB(A) rms)
1.61	Steel Pile Installation	0	35	0	0
	Steel Pile Removal	0	N/A	0	0
	Concrete Pile Removal	0	N/A	0	0
	Total Action	**0**	**35**	**0**	**0**

Note: The take estimates include those from impact & vibratory pile driving and pneumatic chipping.
[1] All underwater sound pressure levels are re: 1μ Pa.
[2] All airborne sound pressure levels are re: 20 μ Pa.
[3] Pneumatic chipping hammers are assessed under the same criteria as vibratory pile driving.

In accordance with the ESA, the U.S. Navy conducted extensive informal consultations with USFWS regarding the potential effect of the proposed action on marbled murrelets. NBK at Bangor initiated consultations regarding the proposed pile replacement work February 11, 2010 and provided additional information to USFWS on March 23 and April 28, 2010. The Navy requested concurrence with its determination that the proposed action "may affect, not likely to adversely affect" marbled murrelets based on its initial assessment. USFWS responded on June 8, 2010 that they would not concur due to, "the numerous marbled murrelets observed during the Carderock dock project, the potential overlap of this project with additional pile driving proposed for the new EHW-2 facility, the Navy's desire to be able to install the piles during the winter months when marbled murrelet densities are higher, and because the monitoring effort does not provide a high enough degree of confidence that no marbled murrelets would be injured." In further discussions with USFWS, the Navy proposed additional mitigation measures (i.e. shortened construction window, use of bubble curtain, shortened work days, limit on impact proofing) in order to minimize impacts to marbled murrelets and received the USFWS concurrence that the proposed action "may affect, not likely to adversely affect" marbled murrelets on August 5, 2010. Slight modifications to the proposed action prompted the Navy to provide additional, more accurate information and updated analysis to USFWS on November 3, 2010. The Navy requested that USFWS consider whether these modifications would result in any change in the consultation position or require reinitiating consultation. The U.S. Navy received a response from USFWS (Karen Myers, personal communication, November 24, 2010) on November 24, 2010 stating that after consideration of the new information, the rationale for their concurrence on August 5, 2010 was still valid, that reinitiating of consultation was not necessary, and that the USFWS still concurred that the proposed action would result in a "may affect, not likely adversely affect" determination for the marbled murrelet. In accordance with NEPA, the pile installation and removal would have no significant impact on marbled murrelets.

Species with Special Protection Status

Other protected marine bird species that forage along the waterfront and nest in the vicinity of the project area include the bald eagle, osprey, and great blue heron. Because these species capture prey in the nearshore and intertidal habitats, they are susceptible to the same potential airborne noise impacts from pile driving and removal as described above for marbled murrelets.

Bald Eagle

USFWS (2003) determined that elevated noise levels from impact pile driving at a dock in Port Angeles could disrupt the normal feeding behavior of adult bald eagles within approximately 0.5 mile of the dock site. One bald eagle was observed foraging on the shoreline approximately 0.6 mile (3,200 ft/975 m) north of the EHW-1 Pile Replacement Project area (Tannenbaum et al., in prep., b). This nest falls outside of the potential impact zone estimated in the Port Angeles dock project. In addition, the largest airborne injury zone estimated using the marbled murrelet criteria was 296 ft (90 meters) for impact pile driving during steel pile installation. This zone is significantly shorter than the distance to the closest bald eagle nest. Therefore, injurious effects as a result of pile installation and removal are unlikely from the proposed action.

Watson and Pierce (1998) found that vegetative screening and distance were the two most important factors determining the impact of visual disturbances for bald eagles. There is no effective vegetative screening within 0.5 mile of the project area along the shoreline; therefore, bald eagles would most likely avoid foraging within this area during the proposed action. Further, the area does not currently appear to receive much use by bald eagles, therefore impacts to foraging bald eagles are not expected.

The bald eagles observed during spring and summer marine bird surveys at NBK at Bangor are probably the resident pair at the nests located in the Vinland neighborhood, and a resident pair nesting near Devil's Hole, since this species is highly territorial during the breeding season. The closest of these nests is over one mile from the project area; therefore no impacts to nesting bald eagles are expected. Pile Installation and removal would have no significant impacts on the bald eagle.

Osprey

Ospreys have been observed foraging along the shoreline south of EHW-1 (Tannenbaum et al., in prep., b), adjacent to the project area. Removal of piles and pile driving for the EHW-1 Pile Replacement Project would overlap the ospreys' period of residence in the area (July through October). Ospreys present during the test period could potentially avoid foraging within this area due to the noise. However, any potential disturbance would be short-term (72 days of project pile driving) and the reduction in the availability of optimal foraging habitat due to the EHW-1 Pile Replacement Project would be minimal relative to the potential foraging habitat available to ospreys in the Hood Canal. Lastly, the closest nest recently identified for ospreys on NBK property was north of the EHW-1 action area at Cattail Lake ~ 1 mile away. This location is well outside the potential acoustic impact zone for airborne noise from the EHW-1 Pile Replacement project. As a result, the proposed action would have no significant impacts on the osprey.

Great Blue Heron

Great blue herons are intolerant of disturbance while foraging and nesting (Eissinger, 2007) and conduct both activities in the area within the project area (Tannenbaum et al., in prep., b). Great blue herons would likely avoid foraging within this area during pile driving.

The INRMP (DoN, 2001) designated a 100-foot protection zone around great blue heron rookeries from timber harvesting. Three pairs of great blue herons nested on a tower at EHW-1 in summer 2008 (Tannenbaum et al., in prep., b). However, subsequent surveys have not revealed active nests in the area. The closest rookery located at NBK at Bangor to the EHW-1 Pile replacement project is at Hunter's Marsh. It is located in the upland area behind the existing EHW-1 facility, however, despite its close proximity, this rookery falls outside the largest injury zone associated with airborne sound pressure levels predicted for marbled murrelets (assumed to be the most sensitive bird species), which only extends 295 ft (90 meters) from the pile. Since there is no published criteria from which to assess behavioral impacts for airborne noise on birds, its unknown if great blue herons utilizing Hunter's Marsh could be behaviorally disturbed from pile operations. Pile driving within the project area would be greater than 100 ft (30 m) from the great blue heron nests at Hunter's Marsh, so there would likely be no physical disturbance to the rookery from construction activities. Pile driving and removal would occur during the end of the great blue heron nesting season, which extends in the area from mid-February to the end of July. Additionally, great blue herons would be unlikely to nest at the site during pile driving due to the noise associated with the construction activities. Moreover, there would be no visual screening between the nests and pile driving activities, and this species is intolerant of noise and human disturbance (Eissinger, 2007). Great blue heron colonies may move from year to year in response to disturbance (Eissinger, 2007), and other suitable nesting sites are available (and have been used) in forest stands at NBK at Bangor (DoN, 2001). Thus, avoidance of the EHW-1 tower nesting location during the pile driving period would not impede nesting or impact the great blue heron population in the area. Impacts associated with pile installation and removal would be limited to behavioral disturbance or short-term avoidance of the area. Therefore, pile installation and removal would have no significant impacts on the great blue heron.

Migratory Birds

Migratory birds within the Northern Pacific Rainforest Bird Conservation Region could potentially be exposed to airborne noise associated with construction activities. Diving species such as loons, grebes, and cormorants could also be exposed to underwater noise. The potential for sound exposure would be reduced due to migratory birds having a primary presence near the project area in winter months. Mitigation measures employed for the marbled murrelet (see Section 4.4, Mitigation Measures and Regulatory Compliance) could potentially minimize sound-related impacts to migratory birds. Furthermore, exposure to sounds would be temporary due to the transitory nature of birds migrating through the project area. The proposed action would have no significant impacts on migratory birds.

3.10.2.2.1.2 Non-pile Driving Construction Activities

Several non-pile driving construction activities will also occur at the project area as part of the proposed action. Among them are the removal of the fragmentation barrier and walkway and the installation of cast-in-place concrete pile caps, passive cathodic protection systems, and the new pre-stressed wharf superstructure and related appurtenances. All of these activities would occur above the water and are likely to have similar impacts to all bird species.

The fragmentation barrier and walkway would be removed from the existing piling supports by cutting the concrete into sections (potentially three or four) using a concrete cutting saw. Each section would be lifted from wharf using a crane and transported to barge. Concrete pile caps would be installed on the steel pipe piles which are located directly beneath the structure (see Figure 2-2) and function as a load transfer mechanism between the superstructure and the piles themselves. The passive cathodic protection system is a metallic rod or anode that is attached to a metal object to protect it from corrosion. The anode is composed of more active metal which is more easily oxidized, corroding first and acting as a barrier against corrosion for the object to which it is attached. At the EHW-1 facility, the passive cathodic protection systems would be banded to the steel piles to prevent the metallic surfaces of the wharf from corroding due to the saline conditions in Hood Canal. The superstructure is the pre-stressed concrete deck for the new wharf section. It would be installed using a crane to situation the concrete slab above the piles. It would be supported by the caps or sills. Appurtenances are the associated parts of the superstructure that connect the superstructure to the piles. These pieces include all of the components such as bolts, welded metal hangers and fittings, brackets, etc.

All of these construction activities would occur out of the water and would be installed on the tops of the piles or attached to the wharf's superstructure. Each of these activities could involve the generation of low levels of noise from the operation of associated installation machinery (i.e. concrete cutting saw, bolt gun, etc.). While no empirical data exists for these construction activities, they are expected to be significantly lower than those estimated for pile installation and removal using an impact/vibratory pile driver or pneumatic chipping hammer. As a result, airborne disturbance is not anticipated for any bird species, including marbled murrelets. It is possible that sound could be transmitted from these activities along the piles' length and enter the water. However, since these activities would be occurring at the top of the pile or on the superstructure, tens of ft above the water, sounds transmitted into the water would be significantly reduced. Therefore, underwater acoustic impacts from these construction operations are expected to be minimal and are unlikely to result in harassment of any bird species, including marbled murrelets.

3.10.2.2.2 Potential Indirect Effects of the Proposed Action

3.10.2.2.2.1 Effects on Potential Prey (fish, etc.)

Impacts to Prey

Construction activities would produce both pulsed (i.e. impact pile driving) and continuous sounds (i.e. vibratory pile driving and pneumatic chipper hammer). Fish react to sounds which are especially strong and/or intermittent low-frequency sounds. Short duration, sharp sounds can cause overt or subtle changes in fish behavior and local distribution. Hastings and Popper (2005, 2009) identified several studies that suggest fish may relocate to avoid certain areas of noise energy. Additional studies have documented effects of pile driving (and other types of continuous sounds) on fish, although several are based on studies in support of large, multiyear bridge construction projects (Scholik and Yan, 2001, 2002; Govoni et al., 2003; Hawkins, 2005; Hastings, 1990, 2007; Popper et al., 2006, 2007; Popper and Hastings, 2009). Sound pulses at received levels of 160 dB re: 1 μPa may cause subtle changes in fish behavior. SPLs of 180 dB may cause noticeable changes in behavior (Chapman and Hawkins, 1969; Pearson et al., 1992; Skalski et al., 1992). SPLs of sufficient strength have been known to cause injury to fish and fish mortality (CalTrans, 2001; Longmuir and Lively, 2001). Fish that occur in the immediate project area would be exposed to underwater noise that could injure or disturb fish during pile driving activity. Because vibratory pile driving and pneumatic chipping would be the primary installation and removal methodologies, respectively, the most likely impact to fish from pile driving activities (including pneumatic chipping) at the project area would be temporary behavioral disturbance or avoidance of the area. The duration of fish avoidance of this area after pile driving stops is unknown, but a rapid return to normal recruitment, distribution and behavior is anticipated. See Section 3.8 for a detailed analysis of the impacts of the proposed action to fish species. In general, impacts to bird prey species would be expected to be minor and temporary due to the short time frame for the proposed action. However, moderate impacts may occur to a few species of rockfish (bocaccio, yelloweye, and canary rockfish), chinook salmon, and summer run chum as a result of potential impacts to them or their larvae.

Impacts to Prey Habitat

The proposed action could result in localized and temporary changes to the benthic community during pile placement. A conservative estimate of total bottom disturbance from the installation and removal of the piles, which includes the potential to disturb the bottom habitat one meter surrounding each pile is 9,257 ft^2 (860 m^2). During the pile driving period, juvenile salmonids and other fish species could experience loss of available benthic prey at the project area due to the disturbance of their habitat during pile installation and removal. Additionally, plankton and zooplankton occupying the water column and the primary prey of forage fish, could be negatively affected by increased sound pressure levels and turbidity from construction activities. However, in-water work would be scheduled to occur during the timeframe when few salmonids would be present; therefore adverse affects to benthic prey availability are anticipated to be minimal. Additionally, the area impacted by the proposed action that could be used as possible foraging habitat is relatively small compared to the available habitat in the Hood Canal. Any behavioral avoidance by fish of the disturbed area would still leave significantly large areas of fish and avian foraging habitat in the Hood Canal and nearby vicinity.

3.10.2.2.2.2 Effects on Water Quality

Dissolved Oxygen

During pile removal and replacement activities, suspension of anoxic sediment compounds could result in reduced dissolved oxygen in the water column. However, the high existing dissolved oxygen at the site during the proposed work windows would reduce the potential for dissolved oxygen to drop to harmful levels, particularly due to the short duration of the in-water work period.

Turbidity

Some degree of localized reduction in water quality would occur as a result of in-water construction activities. Most of this effect would occur during the installation and removal of piles from the substrate when bottom sediments would be disturbed. Effects to turbidity are expected to be short term and minimal. Turbidity would return to normal levels within a short time from completion of the proposed action.

No direct effects to birds are expected from turbidity impacts. Short-term exposure of salmonids and marine fish (prey species for birds) to suspended sediments could occur as the sediment enters the water column. Factors potentially affecting salmonids and marine fish from temporary increases in turbidity could include damage to gill tissue, physiological stress, reduced foraging efficiency, and avoidance behavior.

The minimal and temporary increases in suspended sediments that could result from this project would not likely result in gill tissue damage to fish. Studies investigating similar potential impacts to fish from larger scale sediment dredging operations have shown that increased turbidity levels from these activities were insufficient to cause gill damage in salmonids (Redding et al., 1987; Servizi and Martens ,1987). Suspended sediments in high concentrations (500 to 2,000 mg/L of suspended sediment) have been shown to cause physical stress in salmonids (Redding et al., 1987; Servizi and Martens, 1987). Behavioral responses of salmonids to elevated levels of suspended sediment include feeding disruption and changes in migratory behavior (Martin et al., 1977; Salo et al., 1980; Servizi, 1988). Salmonid foraging behavior can also be impaired by high concentrations of suspended sediment (Bisson and Bilby, 1982; Berg and Northcote, 1985; Redding et al., 1987). Behavioral changes include not rising to the surface to feed, reduction in prey location, and avoidance of areas of increased suspended sediment.

Therefore, while some degree of localized, short-term turbidity is expected during pile driving and removal activities (including pneumatic chipping), unconfined salmonids and other marine fish are likely to avoid areas with elevated suspended sediment concentrations (Salo et al., 1980). As such, they would not be expected to experience physiological or behavioral stress from the proposed action. Additionally, a sediment curtain/sheeting would be employed to capture debris and sediments during concrete pile removal, further mitigating potential impacts.

3.10.2.2.3 Summary of Effects

Endangered Species Act Conclusions

Underwater and airborne sound levels from impact and vibratory pile driving and pneumatic chipping have the potential to harm or harass marbled murrelets that forage, rest, and nest in the vicinity of the project area. Nearshore waters in the vicinity provide foraging habitat and prey species, and marbled murrelets have been observed in the area during the proposed construction window. Some construction activities may temporarily affect the presence of this species, such as water quality changes (turbidity) in nearshore habitat and dislocation of prey populations (benthic community and forage fish). The presence of construction workers, barges, cranes, other vessels and equipment, and associated activities would create visual disturbances for marbled murrelets attempting to forage or nest in surrounding areas. Exposure to underwater sounds from pile driving (including pneumatic chipping) could potentially cause behavioral disturbances, but would not be expected to result in injury or mortality.

The U.S. Navy conducted extensive informal consultations with USFWS regarding the potential affect of the proposed action on marbled murrelets. NBK at Bangor initiated consultations regarding the proposed pile replacement work February 11, 2010 and provided additional information to USFWS on March 23 and April 28, 2010. The Navy requested concurrence with its determination that the proposed action “may affect, not likely to adversely affect” marbled murrelets based on its initial assessment. USFWS responded on June 8, 2010 that they would not concur due to, “the numerous marbled murrelets observed during the Carderock dock project, the potential overlap of this project with additional pile driving proposed for the new EHW-2 facility, the Navy’s desire to be able to install the piles during the winter months when marbled murrelet densities are higher, and because the monitoring effort does not provide a high enough degree of confidence that no marbled murrelets would be injured.” In further discussions with USFWS, the Navy proposed additional mitigation measures (i.e. shortened construction window, use of bubble curtain, shortened work days, limit on impact proofing) in order to minimize impacts to marbled murrelets and received the USFWS concurrence that the proposed action “may affect, not likely to adversely affect” marbled murrelets on August 5, 2010. Slight modifications to the proposed action prompted the Navy to provide additional, more accurate information and updated analysis to USFWS on November 3, 2010. The Navy requested that USFWS consider whether these modifications would result in any change in the consultation position or require reinitiating consultation. The U.S. Navy received a response from USFWS (Karen Myers, personal communication, November 24, 2010) on November 24, 2010 stating that after consideration of the new information, the rationale for their concurrence on August 5, 2010 was still valid, that reinitiating of consultation was not necessary, and that the USFWS still concurred that the proposed action would result in a “may affect, not likely adversely affect” determination for the marbled murrelet. In accordance with NEPA, the pile installation and removal would have no significant impact on marbled murrelets. See appendix D for the consultation correspondence.

National Environmental Policy Act

The analysis presented above indicates that construction activities associated with the Navy’s EHW-1 Pile Replacement at NBK at Bangor may have impacts to individual birds. However, because few individuals of the entire potential population may be affected and impacts would be limited to behavioral disturbance, any impacts observed at the population, stock, or species level would be negligible. Therefore, in accordance with NEPA, there would be no significant impact to bird populations from the EHW-1 Pile Replacement.

Migratory Bird Treaty Act

The proposed action would not diminish the capacity of a population of migratory bird species to maintain genetic diversity, to reproduce, and to function effectively in its native ecosystem, and therefore would not have a significant adverse effect on migratory bird populations. The proposed action would have no significant impacts on migratory birds.

3.11 CULTURAL RESOURCES

Cultural resources are historic districts, sites, buildings, structures, or objects considered important to a culture, subculture, or community for scientific, traditional, religious, or other purposes. They include archaeological resources, historic architectural/engineering resources, and traditional resources. Cultural resources that are eligible for listing in the National Register of Historic Places (NRHP) are called historic properties and are evaluated for potential adverse impacts from an action. In addition, some cultural resources, such as Native American sacred sites or traditional resources may not be historic properties, but they are also evaluated under NEPA for potential adverse effects from a major federal action. These resources are identified through consultation with appropriate Native American or other interested groups.

3.11.1 Affected Environment

3.11.1.1 Regulatory Overview

National Historic Preservation Act

Section 106 of the NHPA of 1966, as amended (16 USC 470) requires federal agencies to identify historic properties within the proposed project's area of potential effect (APE), determine potential effects the proposed project may have on identified historic properties, and consult with the State Historic Preservation Officer (SHPO) on determinations of eligibility and findings of effects. If the proposed project adversely affects an identified historic property, further consultation with the SHPO is required to avoid or minimize the adverse effect. To be considered eligible for inclusion in the NRHP, cultural resources must be determined to be significant by meeting one or more of the criteria outlined in 36 CFR 60.4 (NRHP, Criteria for Evaluation). A historic property must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property must be 50 years old or older to be considered for eligibility to the NRHP or must have achieved exceptional importance within the last 50 years. For example, more recent historic resources on a military installation may be considered significant if they are of exceptional importance in understanding the Cold War.

Tribal Treaty Rights and Trust Responsibilities

Treaties with American Indian tribes are considered government to government agreements, similar to international treaties, and preempt state laws. Treaty language securing fishing and hunting rights is not a "grant of rights (from the federal government to the Indians), but a grant of rights from them - a reservation of those not granted" (United States v. Winans 1905). This means that the tribes retain rights not specifically surrendered to the United States. Furthermore, the United States has a trust or special relationship with American Indian tribes. Secretarial

Order 3206, American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, states the following:

"The unique and distinctive political relationship between the United States and the Indian Tribes is defined by statutes, EOs, judicial decisions, and agreements, and differentiates tribes from other entities that deal with, or are affected by, the federal government."

This unique relationship provides the basis for legislation, treaties, and EOs that grant unique rights or privileges to American Indians (Morton v. Mancari, 1974). The trust responsibility has been interpreted to require federal agencies to carry out their activities in a manner that is protective of American Indian treaty rights. Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments) affirms the trust responsibility of the United States and directs agencies to consult with American Indian tribes and respect tribal sovereignty when taking actions affecting such rights. This policy is also reflected in the March 30, 1995, document, Department of Commerce - American Indian and Alaska Native Policy (United States Department of Commerce, 1995). Also, on 21 November 1999, the DoD promulgated its Native American and Alaska Native Policy emphasizing the importance of respecting and consulting with tribal governments on a government-to-government basis. The Policy requires an assessment, through consultation, of the effects of proposed DoD actions that may have the potential to significantly affect protected tribal resources, tribal rights, and Native American lands before decisions are made by the services.

In 1855, Territorial Governor Isaac Stevens negotiated treaties with 24 of the 29 modern-day federally-recognized tribes located in Washington State. The treaties known as the "Stevens Treaties" included language pronouncing that "[T}he right of taking fish at U&A grounds and stations is further secured to said Indians in common with all citizens of the Territory. . .together with the privilege of hunting and gathering roots and berries on open and unclaimed lands." Subsequent legal decisions (the Boldt decisions) have identified U&A areas and afforded tribes the right to fifty percent of all fish and shellfish present or passing through the tribe's historical U&A areas, including off-reservation areas. The Skokomish, Lower Elwha Klallam, Port Gamble S'Klallam, Jamestown S'Klallam and Suquamish have adjudicated U&A in the Hood Canal which includes the project area.

COMNAVREG NW Instruction 11010.14 sets forth policy, procedures and responsibilities for the Commander, Navy Region Northwest consultations with federally recognized American Indian and Alaska Native tribes. The goal of the policy is to establish permanent working relationships built upon respect, trust and openness with tribal governments.

3.11.1.2 NRHP Properties

Although NBK at Bangor has no properties listed in the NRHP, there are NRHP-eligible properties within the installation boundaries. The Navy conducted archaeological and architectural surveys and inventories at NBK at Bangor in 1992, 2009, and 2010 (Lewarch et al., 1993; Grant et al., 2010; Hardlines, 2010). The Navy has determined NRHP eligibility of the recorded sites. The SHPO has concurred with some of the recorded sites and the Navy will seek SHPO concurrence with the remaining determinations. A 2010 survey of the area directly south of the project area located a historic berm that is not NRHP eligible (Sackett, 2010). The 2010 survey also documented Delta Pier, Marginal Wharf, and the existing EHW along the Bangor waterfront at NBK. Delta Pier (approximately one mile south of the project area) and EHW-1 are considered eligible based on their Cold War context and Marginal Wharf (approximately 0.3 miles south of the project area) is not (Sackett, 2010). In addition, any resource that might be encountered during future investigations would be treated as eligible for the NRHP until such time as it could be evaluated for NRHP eligibility. Consultation with the Washington SHPO and an expected concurrence with the finding of no historic properties affected would occur as part of this EA and would be completed prior to the finalization of the EA (Appendix C).

3.11.1.3 Archaeological Resources

Three archaeological sites associated with the activities of indigenous populations are located in the vicinity of the Bangor waterfront at NBK. American Indian site 45KP108 is a shell midden (locations where shells and other food debris have accumulated over time, often representing locations of past aboriginal use); this shell midden is located south of Delta Pier and is considered to be eligible for the NRHP (Lewarch et al., 1997). Sites 45KP106 and 45KP107 are also shell middens and are located just to the north of Floral Point; neither is eligible for listing on the NRHP (Lewarch et al., 1997).

A number of archaeological sites primarily associated with logging and subsistence farming activities occur in the area of NBK at Bangor. These sites include collapsed historic structures, historic land use complexes, orchard complexes, scattered fruit trees and ornamental plants, debris scatters, a marked historic grave listing (Lewarch et al., 1993) and a small collapsing cabin with wire fence and low density historic debris scatter (45KP211) (Grant et al., 2010). Historic Navy activity is also represented by two sites: Site 45KP209 is a section of World War II-era railroad and emergency derail run-out totaling 1,230 ft; and Site 45KP212 is a multi-component site consisting of two cobble tools, a damaged residential concrete foundation remaining from when the house was barged away after the Navy condemned the property, debris and ornamental plants associated with the former residence, concrete foundation fragment and associated piers of unknown origin, a pedestrian footbridge, and a bulkhead/pier associated with a former picnic area (Grant et al., 2010).

A survey performed in 2010 of the portion of the Bangor waterfront at NBK next to EHW-1 (at the proposed EHW-2 location) identified no prehistoric or ethno historic cultural materials or sites. A historic berm was recorded south of EHW-1; it is not considered to be eligible for the NRHP (Sackett, 2010).

3.11.1.4 Architectural Resources

Three eras of architectural resources are located at NBK at Bangor. The first set of resources includes the period of logging and subsistence farming that preceded Navy ownership of the study area in 1942. These resources include cabins, concrete structures, and a well house that were recorded during the 1992 archaeological survey (Lewarch et al., 1993). Those resources that are not intact buildings or structures and are treated as historic archaeological sites rather than as architecture; none are considered eligible for listing in the NRHP.

The second and third sets of architectural resources relate to the Navy's use of the installation during World War II and the Cold War eras. They include: Administration Area Buildings 1, 3, and 4; the Industrial Area District; and the original Marginal Wharf. Of these, the original

Commanding Officer's and Senior Assistants' Quarters are NRHP eligible (Kalina 2007, personal communication). Marginal Wharf, Delta Pier, and EHW-1 are within the vicinity of the Bangor waterfront at NBK. Marginal Wharf was built in 1944 and later was used to load munitions bound for the Vietnam conflict. It is not considered eligible for the NRHP (Sackett, 2010). Delta Pier and EHW-1 had prominent roles during the Cold War, providing support for the Trident Nuclear Submarine fleet; both are considered eligible for the NRHP based on their Cold War association (Sackett, 2010).

3.11.1.5 Traditional Resources

In the cooperative agreement of 1997, signed between the Navy and the Point No Point Treaty Council (Skokomish, Port Gamble S'Klallam, Lower Elwha Klallam, and the Jamestown S'Klallam Tribes), the Navy permitted tribal access to the intertidal beach south of Delta Pier (approximately 1.1 miles south of the project area) for the "enhancement, perpetuation, and harvest of shellfish" (DoN, 1997). Prior to increased waterfront security measures at NBK at Bangor, five beaches were designated for shellfish harvesting. Four of these beaches were used for recreational shellfish harvesting by NBK at Bangor residents, and the fifth was used for tribal shellfish harvesting. Currently, all beaches are closed to residents. Due to national security needs, tribal access is restricted to the beach south of Delta Pier. The tribes manage the shell fishing harvest location and access this location when they desire, however the tribes typically use this area three to four times a year. Additionally, the tribes collect cedar bark on the base some years during the spring when the dogwood trees are in bloom. These areas are located throughout the base where cedar trees are located. The Navy has actively continued its consultation with the Point No Point Treaty tribes and other groups (the Lower Elwha Klallam, Jamestown S'Klallam, Port Gamble S'Klallam, Skokomish, and Suquamish Tribes) regarding current and anticipated Navy activities at NBK at Bangor.

3.11.1.6 Submerged Cultural Resources

The NHPA also applies to submerged or marine resources, and the Navy is responsible for identifying cultural resources and impacts on those resources within its jurisdiction. Consultation procedures parallel the NHPA Section 106 procedures with added emphasis on the protection of submerged resources through avoidance. With the history of sea level changes in Puget Sound and the Olympic Peninsula, however, it remains possible that submerged sites could be encountered during construction-related excavation.

NOAA nautical charts show no submerged ships or shipwrecks in the vicinity of NBK at Bangor (NOAA, 2007). Because of the extent of modern marine activity and its nature, it is unlikely that unrecorded submerged historic resources exist along the shoreline of NBK at Bangor. No historic properties or anomalies have been encountered by diver, remotely operated vehicle, or remote sensing surveys in the vicinity of EHW-1.

3.11.2 Environmental Consequences

3.11.2.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. Baseline conditions, as described above, for tribal fisheries/access would remain unchanged. Therefore, there would be no significant impacts to tribal fisheries/access from implementation of the No Action Alternative. However, there would be an impact to the wharf due to demolition by neglect if no action is taken to repair the deteriorating piles.

3.11.2.2 Proposed Action

The EHW-1 and Delta Pier are considered to be eligible for the NRHP due to their cold war era significance; Marginal Wharf is not considered eligible. However, Delta Pier and Marginal Wharf would not be impacted by this alternative and no adverse effect on EHW-1 is expected as a result of the proposed action.

No submerged archaeological sites are expected to be found, since most historical activity was associated with resource harvesting, such as logging, which occurred primarily along the shoreline and upland areas. No changes would occur to tribal access and traditional resources on the NBK at Bangor facility as a result of the proposed action, including the designated shellfish harvesting locale and cedar bark gathering areas, both located outside of the project area, as described in section 3.11.1.5.

On 25 February 2011 the Navy sent letters to the Suquamish Tribe, Skokomish Tribe, Jamestown S'Klallam and Port Gamble S'Klallam Tribes, and the Lower Elwha Klallam Tribe. The Suquamish Tribe provided no further comment in response to the proposed action. The Navy has met and briefed the following tribes: the Skokomish Tribe on 29 March 2011, the Port Gamble S'Klallam Tribe on 4 April 2011, the Jamestown S'Klallam Tribe on 4 April 2011, and the Lower Elwha Klallam Tribe on 4 April 2011; the tribes did not express concerns with the proposed action (Appendix B).

On April 4, 2011 the Washington SHPO concurred with the Navy's finding of "no historic properties affected", see Appendix C.

3.12 ENVIRONMENTAL HEALTH AND SAFETY

3.12.1 Affected Environment

The Bangor waterfront at NBK is restricted from public access. Figure 1-3 indicates the restricted areas associated with the base. As a result, recreation and commercial fishing and other public activities, with the exception of tribal access, are restricted from the Bangor waterfront at NBK.

Navy property allowing tribal shellfish harvesting is approximately one mile south of the site and only used intermittently. In addition to shellfish harvesting, the tribes collect cedar bark throughout the base some years during the spring when the dogwood trees are in bloom. Tribal consultations are discussed in section 3.11 and Appendix B. The nearest off-base residence consists of a small rural population approximately 1.5 north of the proposed project location and the closest on-base residence is 3.75 miles from EHW-1. Properties on the western side of Hood Canal are approximately four miles away, including waterfront residences on the western shore of Squamish Harbor. The portion of Hood Canal adjacent to EHW-1 averages 1.5 miles in width and is bordered on the west by a 768-acre Navy-owned buffer strip on the Toandos Peninsula. This military buffer zone is restricted to the public and there is no recreational access. Areas surrounding the buffer area have rural and commercial forest land use designations by Jefferson

County. As a result, the EHW-1 Pile Replacement Project is not occurring in the direct vicinity of a populous area.

There could be approximately six barges and two tugboats (employing approximately 30 people) at any given time assisting in construction and pile driving/extracting activities if the proposed action was implemented.

3.12.2 Environmental Consequences

3.12.2.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. Baseline conditions would remain unchanged. Therefore, there would be no significant impacts to environmental health and safety from implementation of the No Action Alternative.

3.12.2.2 Proposed Action

The proposed action would result in the operation of barges as well as pile driving and removal equipment and construction equipment along the Bangor waterfront at NBK between July 16 and February 15. Pile driving and extraction would generate the most noise and only occur from 16 July to 30 September for impact pile driving and July 16 to October 31 for chipping and vibratory hammer pile extraction. All construction activities would occur between two hours after sunrise and two hours before sunset. The proposed action would not be expected to result in any impacts related to public environmental health and safety. Construction activities would not be likely to release hazardous materials to the environment. Noise associated with the impact hammer would be expected to attenuate to less than 60 dBA at 1.5 miles (2,414 m). Noise associated with the vibratory hammer would be expected to attenuate to 60 dBA at 0.53 miles (860 m). Noise associated with the chipping hammer would be expected to attenuate to 60 dBA at 0.31 miles (501 m). Residences on the west side of Hood Canal are approximately four miles from the project area, resulting in lower levels of sound from the proposed action. As a result, the nearest residence would be within the permissible noise levels per the Washington noise regulations (WAC 173-60-040). The base is a Class C noise receiving zone, so noise reaching offices and commands on base will not violate WAC 173-60-040. Workers would follow all OSHA regulations in regards to personal protection equipment (ear plugs, safety vests, steel-toe boots, etc.). Recreational activities such as boating, scuba diving, kayaking, and fishing on Hood Canal can occur adjacent to the base. As a result, recreational users in the vicinity could be exposed to noise levels exceeding permissible residential exposure levels, as they could be closer to the construction than land based receptors. The adverse noise impact would be experienced by greater numbers of recreational users during the summer months when recreational uses are likely to increase. However, the floating security barrier would prevent recreational users from getting close enough to the pile driver to be impacted by injurious noise levels.

A floating security barrier prevents recreational and commercial boater access to the waterfront area of the base. Boaters are allowed to pass by the security fencing but must be outside the restricted area. Since no public recreational uses occur within the project area, the proposed action would have no direct impact to recreational uses or access in the surrounding community. Therefore, there would be no significant impacts to environmental health and safety from implementation of the proposed action.

3.13 SOCIEIOECONOMICS

Socioeconomics are defined as the basic attributes and resources associated with the human environment, generally including factors associated with regional demographics and economic activity. This section also describes issues of environmental justice (minority and low income populations) and the protection of children. The area addressed in this section includes Kitsap County, with emphasis on NBK at Bangor and the cities of Bremerton and Poulsbo as well as the unincorporated community of Silverdale, as appropriate.

3.13.1 Affected Environment

3.13.1.1 Regulatory Overview

Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was signed into law on February 11, 1994. This EO requires each federal agency to identify and address, as appropriate, disproportionately high and adverse human health or environmental impacts of its programs, policies, and activities on minority and low-income populations including Native American populations. USEPA and CEQ emphasize the importance of incorporating environmental justice review in the analyses conducted by federal agencies under NEPA and of developing protective measures that avoid disproportionate environmental impacts on minority and low-income populations.

Protection of Children

The President issued EO 13045, *Environmental Health Risks and Safety Risk to Children*, on April 21, 1997. This order requires each federal agency to "…make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and shall...ensure that its policies, programs, activities, and standards address disproportionate risks to children…". This order was issued because a growing body of scientific knowledge demonstrates that children may suffer disproportionately from environmental health risks and safety risks.

Navy Supplemental Environmental Planning Policy

Executive Orders 12898 and 13045 require each federal agency to identify and address impacts of their programs, policies, and activities. The Navy implemented E.O. 12898 and E.O. 13045 through the Chief of Naval Operations Supplemental Environmental Planning Policy signed on September 23, 2004 which is incorporated into OPNAVINST 5090.1C. This policy provides instructions for naval personnel to identify and assess stressors to, and disproportionately high and adverse impacts upon, minorities, low-income populations, and children. A component of this policy institutes processes that result in consistent and efficient consideration of environmental impacts on Navy decision-making.

3.13.1.2 Demographics and Employment

NBK at Bangor is located near Silverdale, Washington, on the Kitsap Peninsula. The base is located 13 miles (21 km) northwest of Bremerton, also in Kitsap County. At the 2000 census, Kitsap County had a total population of 277,242. The demographic characteristics of the area are provided in Table 3.55.

TABLE 3.55 DEMOGRAPHIC CHARACTERISTICS

Location	2000 Population	Percent Minority	Percent Low Income	Percent Youth
City of Bremerton	37,259	27.7	17.9	24.5
City of Poulsbo	6,813	14.1	8.9	24.2
Silverdale CDP[1]	15,816	25.1	4.7	28.0
Kitsap County	231,969	17.8	8.4	26.8
State of Washington	5,894,121	21.1	10.4	25.7

Sources: U.S. Census Bureau, 2000 a-e.

[1] The unincorporated community of Silverdale is a Census Designated Place (CDP). A CDP is defined as a statistical entity comprising a dense concentration of population that is not within an incorporated place but is locally identified by a name.

Kitsap County is approximately 84 percent Caucasian with the remainder of the population (minority populations) consisting of three percent African American; four percent Hispanic origin; six percent Asian and Pacific Islander; two percent American Indian (the Skokomish, Lower Elwha Klallam, Port Gamble S'Klallam, Jamestown S'Klallam and Suquamish) or Alaskan Native; and one percent other. The median family income in Kitsap County is $53,878 and approximately 15 percent of the families are low income (USCB, 2000a). The incidence of poverty in the affected region is below state levels with the exception of Bremerton, which has a poverty rate of 17.9 percent, seven percent higher than the state and nine percent higher than the county. Individuals living below the poverty level account for 4.7 percent of the population in Silverdale, 8.9 percent in Poulsbo, and 8.4 percent in Kitsap County.

The federal government is the largest employer in Kitsap County. The base employs 10,109 people, accounting for about 10 percent of the total county employment. The population associated with NBK at Bangor is 18,102 people, which includes all personnel employed by the base, and family members of military personnel. This total figure encompasses 6,164 military personnel and 7,993 military dependents, in addition to 3,945 civilian personnel, contractors, and private business employees working on base. An estimated 25 percent of the military population resides on the base, including 2,097 personnel and 1,650 family members. NBK at Bangor includes 1,279 units of military family housing. NBK at Bangor also includes 952 permanent rooms and 113 transient rooms for unaccompanied bachelor housing (Murray 2006, personal communication).

In addition to military housing, NBK at Bangor also provides recreational facilities, retail, and service enterprises for base personnel and their dependents. The surrounding communities (Silverdale, Bremerton and Poulsbo) provide additional services for the base population, including off-base housing, schools, and other public services.

There are no residences in the immediate vicinity of the project area. The nearest off-base residence is approximately 1.5 miles north of the proposed project location and the closest on-base residence is 3.75 miles from EHW-1. The closest residence on the west side of Hood Canal is approximately four miles away. For the most part, shoreline areas south of the base are developed with single-family homes while upland areas are a mix of single-family homes, hobby farms, and occasional commercial areas along major arterials.

NBK at Bangor does not have any primary or secondary schools. The educational needs of the military dependents associated with NBK at Bangor and the region's youth are serviced by Central Kitsap School District (CKSD) #401 in Silverdale. Approximately 12,642 students are enrolled in the Silverdale district from elementary through high school (CKSD, 2010). Military family dependents comprise 26 percent of the district's students, and a total of 50 percent of the student body are in families economically tied to the military sector in Kitsap County.

Employment characteristics for the region are presented in Table 3.56. The civilian labor force in Kitsap County included 104,431 people in 2000, of which 98,146 were employed. The unemployment rate was six percent. Median household income was $46,840, and persons below the poverty level represented 8.4 percent of the population. The military accounted for 6 percent of total employment in Kitsap County overall, with Silverdale experiencing the highest rate of armed forces employment at 11.7 percent (U.S. Census Bureau 2002b).

TABLE 3.56 EMPLOYMENT CHARACTERISTICS

Location	Civilian Labor Force	Employment	Unemployment Rate
City of Bremerton	14,905	13,463	9.7
City of Poulsbo	3,089	2,917	5.6
Silverdale CDP[1]	6,800	6,402	5.9
Kitsap County	104,431	98,146	6.0
State of Washington	2,979,824	2,793,722	6.2

Sources: U.S. Census Bureau, 2002 a-e.

Government and government enterprises comprise the largest employment sector in the region, accounting for one-third of all jobs in Kitsap County, as depicted in Table 3.57. In terms of private employment, primary industries in Kitsap County are business services, retail trade, and health care. The military, specifically the Navy, has the largest economic impact on Kitsap County. It is estimated that the direct impact of military bases in Kitsap County includes 27,375 jobs (uniformed and civilian) and $1.1 billion in annual payroll. Furthermore, much of the private industry in the county is related to military activities, including defense-related suppliers and contractors. The military presence in Kitsap County is estimated to support 46,935 total jobs, representing 48 percent of all jobs in the county, and providing $1.8 billion in annual wages (Washington Office of Financial Management 2004).

3.13.2 Environmental Consequences

3.13.2.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. Baseline conditions, as described above, for demographics, the local community, environmental justice and the protection of children would remain unchanged. Therefore, there would be no significant impacts to socioeconomics from implementation of the No Action Alternative. The

No Action Alternative would not result in a finding of any disproportional impacts to minorities, low income populations, or children.

TABLE 3.57 2007 EMPLOYMENT BY INDUSTRY IN KITSAP COUNTY AND WASHINGTON STATE

Industry	Kitsap County		Washington State	
	Number	Percent of Total	Number	Percent of Total
Total	83,928	100.0	2,926,417	100.0
Non-Government				
Agriculture, Forestry, Fishing, and Hunting	203	0.2	84,699	3.0
Mining	68	0.1	3,036	0.1
Utilities	678	0.2	4,648	0.2
Construction	5,344	6.4	164,491	6.4
Manufacturing	1,931	2.3	289,286	9.9
Wholesale Trade	1,338	1.6	125,710	4.3
Retail Trade	11,484	13.7	321,206	11.1
Transportation and Warehousing	828	1.0	85,493	2.9
Business Services	12,304	4.7	588,209	20.1
Educational and Health Services	678	0.8	31,524	1.0
Health Care and Social Assistance	10,346	12.3	296,667	10.1
Arts, Entertainment and Recreation	1,355	1.6	45,563	1.6
Accommodation and Food Services	6,810	8.1	230,185	7.8
Other Services	3,197	2.5	114,718	3.9
Government				
Federal Government	14,747	17.6	66,642	2.4
State Government	1,984	2.4	127,191	4.4
Local Government	11,176	13.3	313,189	10.8

Source: Washington State Employment Security Department 2009.

3.13.2.2 Proposed Action

The proposed action would occur over a two year period beginning in 2011 between July 16 and February 15, with pile driving occurring only until October 31of each year. The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition, ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles would be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur. Approximately 12-15 monitors would be employed to perform the marbled murrelet monitoring and the marine mammal monitoring. Approximately 15 people could be employed for the pile driving and other construction aspects of this action.

The socioeconomic impacts related to construction employment would occur only for the duration of the EHW-1 Pile Replacement Project. The proposed action would generate very few temporary jobs (approximately 30) and would contribute minimally to local earnings spending. This is because construction employment associated with this project would likely be accommodated by labor resources already in the region (Table 3.57). The additional population would not create undue demand on housing, schools, or other social services. As such, no permanent or long lasting socioeconomic impacts would be anticipated as a result of the construction associated with the EHW-1 Pile Replacement Project. Therefore, the proposed action would not result in a significant impact to socioeconomics.

As discussed in Section 3.11, tribal access is restricted to the beaches south of Delta Pier (approximately 1.1 miles south of the project area) due to national security, which would not be altered by the proposed action. Cedar bark collection would not be impacted from the proposed action, as it occurs in terrestrial areas (located on base where cedar trees are found) and the proposed action would only affect in-water activities associated with EHW-1. Shellfish in the designated beaches would not be adversely impacted by the proposed action. The shellfish beds are managed by the tribes and there is no restriction on use of these beds, however the tribe's usually only harvest shellfish three to four times a year. As a result the proposed action would not have an impact on tribal resources or the ability of tribes to collect and potentially sell those resources.

Environmental justice concerns related to construction activity typically include: exposure to noise, safety hazards, pollutants, and other hazardous materials. Although low income and minority populations are present in the surrounding areas (see Table 3.55), none reside near the project area and thus would not be subject to any disproportionate impacts. There would be no disproportionately high and adverse environmental, human health and socioeconomic affects upon minority and low-income populations, Indian Tribes or children.

3.14 COASTAL ZONE MANAGEMENT

3.14.1 Affected Environment

3.14.1.1 Regulatory Overview

Coastal Zone Management Act

Congress passed the federal Coastal Zone Management Act (CZMA) in 1972 to encourage the appropriate development and protection of the nation's coastal and shoreline resources (16 USC 33:1451-1465). The CZMA gives states the primary role in managing these areas. To assume this role, each state develops a Coastal Zone Management Plan (CZMP) that describes the state's coastal resources and how these resources are to be managed. Washington was the first state to receive federal approval of its CZMP in 1976, which was most recently revised in 2001 (WDOE, 2001). WDOE's Shorelands and Environmental Assistance Program is the entity responsible for implementing Washington's program.

The CZMA applies to lands within the coastal zone, which includes Hood Canal (WDOE, 2001). However, the CZMA excludes "…lands the use of which is by law subject solely to the discretion of or which is held in trust by the Federal Government, its officers or agents" (16 USC 1453 definition of coastal zone). The consistency determination for these federal properties is then conducted to determine if project-related impacts on the neighboring properties would be consistent under CZMA regulations.

Washington Coastal Zone Management Program

Washington's CZMP defines Washington State's coastal zone to include the following 15 counties with marine shorelines: Clallam, Grays Harbor, Island, Jefferson, King, Kitsap, Mason, Pacific, Pierce, San Juan, Skagit, Snohomish, Thurston, Wahkiakum and Whatcom. The CZMP applies to activities within the 15 counties, as well as to activities outside these counties, that may impact Washington's coastal resources. Most, but not all, activities and development outside the coastal zone are presumed to not impact coastal resources

Washington's CZMP is described in WDOE (2001) and is titled *Managing Washington's Coast — Washington State's Coastal Zone Management Program*. Within this program, Hood Canal is identified as a Specially Designated Area and an Area of Concern (these are areas of unique, scarce, fragile, or vulnerable natural habitat; have historic, cultural, or scenic value; are areas of high productivity; or are areas needed to protect and maintain coastal resources).

Shoreline Management Act

Washington's Shoreline Management Act (SMA) (RCW 90.58) was adopted in 1972 and was established to provide broad policy giving preference to uses that protect the quality of water and the natural environment, depend on proximity to the shoreline, and preserve and enhance public access or increase recreational opportunities for the public along shorelines. The SMA applies to marine waters; streams with a mean annual flow greater than 20 cubic ft per second; water areas of the state larger than 20 acres; upland areas called shorelines 200 ft landward from the edge of these waters; and the following areas when they are associated with one of the above: biological wetlands and river deltas, and some or all of the 100-year floodplain including wetlands within the floodplain.

Under the SMA, each city and county adopts a shoreline master program based on state guidelines but tailored to the specific needs of the city or county. Kitsap County has developed a Shoreline Management Master Program under Title 22 of the Kitsap County Code. To obtain federal consistency with the CZMA, activities at NBK at Bangor that impact neighboring properties within Washington's CZMP would need to be consistent with the SMA and Kitsap County Shoreline Management Master Program. The SMA also identifies shorelines of statewide significance, which include Hood Canal.

Kitsap County Shoreline Management Master Program

The Kitsap County Code under the Shoreline Management Master Program considers Hood Canal a Shoreline of Statewide Significance and has established three policies with respect to preservation of natural resources in Hood Canal. These policies include: (1) assessing the potential for adverse impacts on water quality, sediment quality, shellfish, finfish, wildlife, boating, recreational and commercial fishing, public access, scenic vistas, and wetlands; (2)

prohibiting development within the shorelines of Hood Canal that would degrade these resources; and (3) encouraging development that would improve these resources.

The project area is located within Kitsap County. The Kitsap County Shoreline Management Master Program applies to lands outside of federal or state ownership. For these lands, the program has five designations: urban, semi-rural, rural, conservancy, and natural.

Energy Facility Site Evaluation Council and Ocean Resources Management Act

These laws are not applicable to the proposed action. The Energy Facility Site Evaluation Council applies to permitting of new power generation facilities. The Ocean Resources Management Act (43.143 RCW) applies to management of oil and gas development off the coast of Washington.

3.14.1.2 Existing Environment

Waters in Washington are considered a natural resource owned and managed by Washington State. Tidelands, shorelands, and/or submerged lands may also be owned by the state, a federal entity, or private individuals. At NBK at Bangor, submerged tidal lands are owned by the federal government and are a component of the overall NBK at Bangor property. However, through the federal CZMA, states can require federal projects to meet state standards as described below.

3.14.2 Environmental Consequences

3.14.2.1 No Action Alternative

Under the No Action Alternative, the EHW-1 Pile Replacement Project would not be conducted. Baseline conditions, as described above, for coastal zone management would remain unchanged. The deterioration of the wharf will continue if no action occurs. Therefore, there would be no significant impacts to coastal zone management from implementation of the No Action Alternative.

3.14.2.2 Proposed Action

The construction activities associated with the proposed action are considered maintenance and would be covered under Nationwide Permit 3 (Final Regional Conditions and Water Quality Certification and Coastal Zone Management Consistency Decisions for the 2007 Nationwide Permits in Washington State). Nationwide Permits are prescreened and approved by the state. The conditions of the Nationwide Permit 3 would be met by the proposed action, including concurrence with the CZMA. Therefore, an individual CCD would not be required. The permit application was submitted on 9 February 2011 so that it would be obtained prior to the initiation of construction activities in July of 2011.

3.15 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

TABLE 3.58 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE

Resource	Proposed Action	No-Action Alternative
Bathymetry	Reduction of the overall area of bottom impact from approximately 341 square ft (0.008 acres) to 138 square ft (0.003 acres). Therefore, the proposed action would slightly improve bathymetry within the footprint of EHW-1.	No change in existing conditions and no impacts to bathymetry.
Geology and Sediments	No impact on subsurface slope stability nor is it likely to cause chemical constituents to violate Sediment Quality Standards. No significant impacts to geology and sediments.	No change in existing conditions and no impacts to geology and sediments.
Water Resources	No impact to temperature, pH levels, fecal coliform levels, nutrient levels or salinity in the project area. DO concentrations would not decrease as a result of pile removal and installation. Pile driving would not result in long term impacts to turbidity, fecal coliform, pH or nutrients. The proposed action would not violate Water Quality Standards (WQS). The proposed action would not result in significant impacts to water resources.	No change in existing conditions and no impacts to water resources.
Air Quality	Washington state is in attainment for all criteria pollutants (CO, NO_x, SO_x, O_3 and particulate matter [PM_{10} and $PM_{2.5}$]). The proposed action would not exceed Puget Sound Clean Air Agency thresholds or greenhouse gas reporting thresholds. The EHW-1 Pile Replacement Project would not result in significant impacts to air quality and would not require a permit.	No change in existing conditions and no impacts to air quality.
Airborne Noise	The proposed action would occur from two hours after sunrise until two hours before sunset. Pile driving activities would occur between July16 and October 31, while other above water construction activities could occur until February 15. The closest off-base residences are approximately 1.5 miles north of EHW-1 and the closest on-base residence is 3.75 miles from EHW-1. Properties on the western side of Hood Canal are approximately 4 miles away, including waterfront residences on the western shore of Squamish Harbor. The portion of Hood Canal adjacent to EHW-1 averages 1.5 in width and is bordered on the west by a 768-acre Navy-owned buffer strip on the Toandos Peninsula. This military buffer zone is restricted to the public and there is no recreational access. Areas surrounding the buffer area have rural and commercial forest land use	No change in existing conditions and no impacts to airborne noise.

TABLE 3.58 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Airborne Noise (continued)	designations by Jefferson County. The noise associated with the proposed action would be 60 dB during construction, which is consistent with the Washington Noise Regulations under the Washington Administrative Code. Recreation. Tribal access would not be adversely impacted as a result of construction. Terrestrial animals would not be adversely impacted by construction. No adverse impacts to sensitive receptors would occur. No significant impacts related to airborne noise would occur.	
Marine Vegetation	No long term impacts to marine vegetations (green algae, red algae, kelp and eelgrass) to the south and east of the project area (see figures 3-4 and 3-5) would occur. Indirect impacts to marine vegetation could occur, but these impacts would be temporary (only during pile removal and installation) and marine vegetation would be expected to recover. The proposed action would not result in long-term or significant impacts to marine vegetation, including brown algae, red algae, green algae, eelgrass, and non-floating kelp.	No change in existing conditions and no impacts to marine vegetation, including brown algae, red algae, green algae, eelgrass, and non-floating kelp.
Benthic Invertebrates	A temporary loss of benthic habitat and direct mortality of less motile species could occur; however, benthic invertebrates would likely recover from the impacts of pile driving. The proposed action would result in a .005 acre increase in benthic habitat within the footprint of EHW-1. The proposed action would not result in significant impacts to benthic invertebrates.	No change in existing conditions and no impacts to benthic invertebrates.
Fish	No affect the threatened green sturgeon and the threatened Pacific eulachon/smelt would occur. Forage fish species occurring along Hood Canal in the vicinity of the proposed action may be affected but are not likely to be adversely affected by the proposed action when the mitigation measures described in Chapter 4 of this EA are utilized. The proposed action analyzes the effects of the threatened bull trout, the threatened Puget Sound Chinook salmon, the threatened Puget Sound steelhead, the threatened Hood Canal summer-run chum salmon, threatened yellow eye rockfish, the threatened canary rockfish, and the endangered bocaccio rockfish. The Navy conducted informal consultations with the NMFS and the USFWS. NBK at Bangor submitted a Biological Evaluation to the NMFS Northwest Regional Office on 10 February 2010 and to	No change in existing conditions and no impacts to fish.

TABLE 3.58 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Fish (Continued)	the USFWS Northwest Regional Office on 11 February 2010, initiating consultations regarding the proposed pile replacement work for EHW-1. Additional information was also provided to the NMFS on 28 April 2010. The Navy requested concurrence with its determination that the proposed action "may affect, not likely to adversely affect" the Puget Sound/Georgia Basin DPSs of yelloweye rockfish, canary rockfish, and bocaccio; Puget Sound Chinook salmon; Puget Sound steelhead; Hood Canal summer-run chum salmon; and bull trout based on its initial assessment. The Navy received concurrence from the USFWS for bull trout on 5 August 2010 and from the NMFS on 14 May 2010 for the remainder of the species that the proposed action "may affect, not likely to adversely affect" ESA-listed fish species, with the caveat that the Navy would reinitiate ESA consultation if new information revealed effects of the actions that may affect listed species or designated critical habitat in a way not previously considered. On 13 October 2010, the Navy contacted the NMFS and provided this new information pertaining to the kelp beds proximity to the project area (Tyler Yasenak, personal communication, October 13, 2010). Through subsequent correspondence, the NMFS replied that reinitiating of the consultation was not warranted due to the very short duration of the impact pile driving as part of the proposed project, and that the NMFS still concurred that the proposed action would result in a "may affect, not likely to adversely affect" determination for the canary rockfish and bocaccio (Dan Tonnes, personal communication, October 18, 2010). The proposed action would not adversely affect essential fish habitat. The proposed action would not result in significant impacts to fish. Chapter 4 details the mitigation measures set in place to lessen the impacts to fish. See Appendix D for the consultation correspondence.	
Marine Mammals	The EA analyzes the effects of the proposed action to the threatened Steller sea lions, the endangered SRKW, and several non-ESA listed species of marine mammals. No	

TABLE 3.58 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Marine Mammals (continued)	marine mammals would be exposed to sound levels resulting in injury or mortality during pile driving activities. The proposed action would result in behavioral disturbance to several species of marine mammals due to underwater noise from pile operations. However, due to the lack of presence of the Steller sea lion and the SRKW within the action area during the months of the proposed EHW-1 Pile Replacement Project no behavioral harassment is expected for either species. The proposed action would result in negligible impacts to the population, stock, or species level for any marine mammal species. The proposed action would not result in significant impacts to marine mammals. Chapter 4 details the mitigation measures set in place to lessen the impacts to mammals. Consultation with the National Marine Fisheries Service (NMFS) Regional Office was initiated on February 11, 2010 for the Steller sea lion and the Southern Resident killer whale and concurrence was received on September 2, 2010 (Appendix D). An IHA application was submitted on December 17, 2010 to the NMFS Headquarters to comply with the Marine Mammal Protection Act (MMPA) as a result of the anticipated behavioral harassment of marine mammals associated with the proposed action. The IHA is anticipated in May 2011. See Appendix D for the consultation correspondence.	No change in existing conditions and no impacts to marine mammals.
Birds	The proposed action is not anticipated to have an adverse impact to birds, including migratory birds. The EA analyzes the effects of the proposed action on the threatened marbled murrelet. Chapter 4 details the mitigation measures set in place to lessen the impacts to the marbled murrelet. The U.S. Navy conducted extensive informal consultations with USFWS regarding the potential effect of the proposed action on marbled murrelets. NBK at Bangor initiated consultations regarding the proposed pile replacement work February 11, 2010 and provided additional information to USFWS on March 23 and April 28, 2010. The Navy requested concurrence with its determination that the proposed action “may affect, not likely to adversely affect” marbled murrelets based on its initial assessment. USFWS responded on June 8, 2010 that they would not concur due to, “the numerous marbled murrelets observed during the Carderock dock project, the potential overlap of this project with additional	No change in existing conditions and no impacts to birds.

TABLE 3.58 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Birds (continued)	pile driving proposed for the new EHW-2 facility, the Navy's desire to be able to install the piles during the winter months when marbled murrelet densities are higher, and because the monitoring effort does not provide a high enough degree of confidence that no marbled murrelets would be injured." In further discussions with USFWS, the Navy proposed additional mitigation measures (i.e. shortened construction window, use of bubble curtain, shortened work days, limit on impact proofing) in order to minimize impacts to marbled murrelets and received the USFWS concurrence that the proposed action "may affect, not likely to adversely affect" marbled murrelets on August 5, 2010. Slight modifications to the proposed action prompted the Navy to provide additional, more accurate information and updated analysis to USFWS on November 3, 2010. The Navy requested that USFWS consider whether these modifications would result in any change in the consultation position or require reinitiating consultation. The U.S. Navy received a response from USFWS (Karen Myers, personal communication, November 24, 2010) on November 24, 2010 stating that, after consideration of the new information, the rationale for their concurrence on August 5, 2010 was still valid, that reinitiating of consultation was not necessary, and that the USFWS still concurred that the proposed action would result in a "may affect, not likely adversely affect" determination for the marbled murrelet. In accordance with NEPA, the pile installation and removal would have no significant impact on marbled murrelets. See appendix D for the consultation correspondence. There would be no adverse effect on migratory birds (including shorebirds, wading birds, waterfowl and raptors) or special status birds (bald eagle, osprey and the Great-blue heron). The proposed action would not result in significant impacts to birds. The proposed action may have impacts to individual birds, but any impacts at the population, stock or species level would be negligible.	
Cultural Resources	The proposed action would result in "No Historic Properties Adversely Effected". EHW-1 and Delta Pier are potentially eligible for the National Register of Historic Places due to their Cold War context. Deleterious and adverse effects to EHW-1 resulting in the demolition of the wharf by neglect	No change in existing conditions and no impacts to tribal resources.

TABLE 3.58 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Cultural Resources (continued)	would occur if the repairs were not conducted. Delta Pier would not be impacted by the proposed construction activities. No submerged archaeological sites are expected to occur in the vicinity of the proposed action. Traditional resources would not be impacted. The proposed action would not alter or impact the current access granted to the tribes. On 4 April 2011 the Washington State Historic Preservation Office (SHPO) concurred with the Navy's finding of "no historic properties affected," see Appendix C. Tribal access and shell fishing occurs approximately 1.1 miles south of the project area at a beach south of the Delta pier. The proposed action would not alter or impact the current access granted to the tribes. On 25 February 2011 the Navy sent letters to the Suquamish Tribe, Skokomish Tribe, Jamestown S'Klallam Tribe, Port Gamble S'Klallam Tribe, and Lower Elwha Klallam Tribe. No concerns were expressed over the project (Appendix B).	
Environmental Health and Safety	The proposed action would not result in any impacts related to public environmental health and safety. Construction activities are not likely to release hazardous materials to the environment. Construction crews would follow applicable state and federal laws to ensure a safe working environment. The noise associated with the proposed action would be 60 dB during construction which is consistent with the Washington Noise Regulations under the Washington Administrative Code. Recreational boaters, scuba divers, kayakers, etc. could be exposed to noise levels exceeding permissible residential exposure levels although no injury would be anticipated. The proposed action would not result in significant impacts to environmental health and safety.	No change in existing conditions and no impacts to environmental health and safety.
Socioeconomics	The EHW-1 Pile Replacement Project would not result in any socioeconomic impacts. There would be no disproportionately high and adverse environmental, human health, or socioeconomic affects upon Minority and Low-Income populations, Indian Tribes or children. Tribal access and fishing rights would not be altered or impacted as a result of the proposed action because these areas are 1.1 miles south of the study area.	No change in existing conditions and no impacts to socioeconomics.

TABLE 3.58 SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES BY RESOURCE (CONTINUED)

Resource	Proposed Action	No-Action Alternative
Coastal Zone Management	The proposed action is not expected to result in any impacts related to coastal zone management. The proposed action would be consistent with Shoreline Management Act and Kitsap County Shoreline Management Master Program. The proposed action would have no direct impact to recreational uses or access in the surrounding community nor would it impact the residence on the west side of Hood Canal, on – base residence or the nearest residence to the north. Pile replacement activities occurring at EHW-1 would not represent a change from the existing developed military character and would not be discernable from public vantage points and/or affect views of scenic vistas. The Nationwide Permit 3 and consultations in accordance with the Coastal Zone Management Act (CZMA) was initiated on 9 February 2011 and will be completed prior to the start of construction in July 2011.	No change in existing conditions and no impacts to coastal zone management.

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4 MITIGATION AND MONITORING

4.1 MARINE MAMMAL MITIGATION MEASURES

The exposures outlined in Section 3.9 represent the maximum expected number of marine mammals that could be exposed to acoustic sources reaching Level B harassment levels. The Navy proposes to employ a number of mitigation measures, discussed below, in an effort to minimize the number of marine mammals potentially affected.

4.1.1 Mitigation for Underwater Noise from Pile Driving Activities

The modeling results for zones of influences (ZOIs) discussed in Section 3.9 were used to develop mitigation measures for pile driving activities at NBK at Bangor. The ZOIs effectively represent the mitigation zone that would be established around each pile to prevent Level A harassment to marine mammals. While the ZOIs vary between the different diameter piles and types of installation methods, the Navy is proposing to establish mitigation zones for the maximum zone of influence for pile installation and removal activities conducted to support the EHW-1 Pile Replacement Project.

1. Shutdown and Buffer Zone -
    - The shutdown zone would include all areas where the underwater sound pressure levels (SPLs) are anticipated to equal or exceed the Level A (injury) Harassment criteria for marine mammals (180 dB isopleth for cetaceans; 190 dB isopleth for pinnipeds).
    - The buffer zone would include all areas where the underwater or airborne sound pressure levels are anticipated to equal or exceed the Level B (disturbance) Harassment criteria for marine mammals (160 dB re: 1 µPa or 90 dB re: 20 µPa isopleths). The distance encompassing these zones would be adjusted to accommodate any difference between predicted and measured sound levels.
    - The shutdown and buffer zones would be monitored throughout the time required to install or remove a pile. If a marine mammal is observed entering the buffer zone, a “take” would be recorded and behaviors documented. However, that pile segment would be completed without cessation, unless the animal approaches/enters the shutdown zone, at which point all pile driving activities would be halted.
    - All buffer and shutdown zones would initially be based on the distances from the source which were predicted for each threshold level. However, in-situ acoustic monitoring would be utilized to determine the actual distances to these threshold zones, and the size of the shutdown and buffer zones would be adjusted accordingly (increased or decreased) based on received sound pressure levels.

2. Visual Monitoring –

   - Impact Installation: Monitoring would be conducted for a 50 meter* shutdown zone and a 501 meter buffer zone (Level B harassment) surrounding each pile for the presence of marine mammals before, during, and after pile driving activities. The buffer zone was set at 501 meters, since this is the largest Level B behavioral disturbance zone calculated for impact pile driving. It is based on the calculations for airborne noise for harbor seals. Monitoring would take place from 30 minutes prior to initiation through 30 minutes post-completion of pile driving activities.
   - Vibratory Installation: Monitoring would be conducted for a 50 meter* shutdown zone. The 120 dB disturbance criterion predicts an affected area of 40.3 sq. km. Due to the difficulty of effectively monitoring such a large area, the Navy would instead monitor a buffer zone equivalent to the width of the Hood Canal for the presence of marine mammals before, during, and after pile driving activities. However, if the in-situ acoustic monitoring indicates that the 120 dB rms isopleth is smaller than the width of the Hood Canal, the monitoring zone would be reduced accordingly. Sightings occurring outside this area would still be recorded and noted as a take, but detailed observations outside this zone would not be possible. Monitoring would take place from 30 minutes prior to initiation through 30 minutes post-completion of pile driving activities.
   - Monitoring would be conducted by qualified marine mammal observers. A trained observer would be placed from the best vantage point(s) practicable (*e.g.* from a small boat, the pile driving barge, on shore, or any other suitable location) to monitor for marine mammals and implement shut-down/delay procedures when applicable by calling for the shut-down to the hammer operator.
   - Prior to the start of pile driving activity, the shutdown and safety zones would be monitored for 30 minutes to ensure that they are clear of marine mammals. Pile driving would only commence once observers have declared the shutdown zone clear of marine mammals. Animals would be allowed to remain in the buffer zone and their behavior would be monitored and documented.
   - If a marine mammal approaches/enters the shutdown zone during the course of pile driving operations, pile driving would be halted and delayed until either the animal has voluntarily left and been visually confirmed beyond the shutdown zone, or 30 minutes have passed without re-detection of the animal.

3. Sound Attenuation Devices – Sound attenuation devices (*e.g.* bubble curtain/wall) would be utilized during all impact pile driving operations. Impact pile driving would only be used on a maximum of five piles (one pile per day) for 15 minutes each. Historically, impact pile

* Based on coordination with NMFS HQ, a minimum shutdown zone of 50 meters was recommended to prevent injury and to standardize monitoring for future activities, even though this zone is slightly larger than the modeled Level A harassment zone. This mitigation only applies to marine mammals. This measure would be carried out for impact and vibratory pile driving and pneumatic chipping. However, the Navy may seek future revision of this mitigation, as it applies to pneumatic chipping, in subsequent IHA/LOA requests as additional empirical data becomes available regarding the sound pressure levels produced by this machinery.

driving has not been required at EHW-1 in the past, but the potential exists for impact driving during pile installation.

4. Acoustic Measurements – Acoustic measurements would be used to empirically verify the proposed shutdown and buffer zones. For further detail regarding the acoustic monitoring plan see Section 4.2.

5. Timing Restrictions – The Navy, in consultation with NMFS regional office, and USFWS under ESA, would set timing restrictions for pile installation and removal activities to avoid in-water work when ESA-listed fish populations are most likely to be present. Therefore, all pile installation/removal would occur only during the work window from July 16 through October 31 (impact pile driving only up until September 30) of any year, to minimize the number of fish exposed to underwater sound and other disturbance. These months (July – Oct.) of the timing window overlap with times when Steller sea lions and California sea lions are not expected to be present within the study area.

6. Soft Start – The use of a soft-start procedure is believed to provide additional protection to marine mammals by providing warning and/or giving marine mammals a chance to leave the area prior to the hammer operating at full capacity. The EHW-1 Pile Replacement Project would use existing soft-start (ramp-up/dry-fire) techniques recommended by NMFS for impact and vibratory pile operations. No soft-start techniques exist for a pneumatic chipping hammer. These recommended measures are as follows:

    "*The soft-start requires contractors to initiate noise from vibratory hammers for 15 seconds at reduced energy followed by a 1-minute waiting period. This procedure should be repeated two additional times. If an impact hammer is used, contractors are required to provide an initial set of three strikes from the impact hammer at 40 percent energy, followed by a 1-minute waiting period, then two subsequent 3-strike sets.*"

7. Daylight Construction – Pile driving would only be conducted during daylight hours from two hours post-sunrise up until two hours prior to sunset.

4.1.2 Mitigation Effectiveness

It should be recognized that although marine mammals would be protected from Level A harassment by the utilization of a bubble curtain/wall and marine mammal observers (MMOs) monitoring the near-field injury zones, mitigation may not be one hundred percent effective at all times in locating marine mammals in the buffer zone. The efficacy of visual detection depends on several factors, including the observer's ability to detect the animal, the environmental conditions (visibility and sea state), and monitoring platforms.

All observers utilized for mitigation activities would be experienced biologists with training in marine mammal detection and behavior. Due to their specialized training the Navy expects that visual mitigation would be highly effective. Trained observers have specific knowledge of marine mammal physiology, behavior, and life-history which may improve their ability to detect individuals or help determine if observed animals are exhibiting behavioral reactions to construction activities.

The Puget Sound region, including Hood Canal, only infrequently experiences winds with velocities in excess of 25 knots (Morris et al., 2008). The typically light winds afforded by the surrounding highlands, coupled with the fetch limited environment (i.e. an area where wave energy/height is limited by the size of the wave generation area) of Hood Canal result in relatively calm wind and sea conditions throughout most of the year. The proposed EHW-1 Pile Replacement project area has a maximum fetch of 8.4 miles to the north, and 4.2 miles to the south, resulting in maximum wave heights of from 2.85-5.1 ft (Beaufort Sea State Scale of between 2-4), even in extreme conditions such as 30 knot winds (CERC, 1984). Visual detection conditions are considered optimal in Beaufort Sea State conditions of 3 or less, which align with the conditions that should be expected for the EHW-1 Pile Replacement Project at NBK at Bangor.

Observers would be positioned in locations which provide the best vantage point(s) for monitoring. This would probably be an elevated position, as they provide a better range of viewing angles. Also, the shutdown and buffer zone has a relatively small radius to monitor which should improve detectability.

4.2 MARINE MAMMAL MONITORING AND REPORTING MEASURES

4.2.1 Monitoring Plan

The following monitoring measures would be implemented along with the mitigation measures (Section 4.1) in order to reduce impacts to marine mammals to the lowest extent practicable. The following monitoring measures include both acoustic measurements and visual observations and address both underwater and airborne sounds from the EHW-1 Pile Replacement Project.

4.2.2 Acoustic Measurements

The Navy would conduct acoustic monitoring for impact driving of steel piles in order to determine the actual distances to the 190 dB re: 1µPa rms/180 dB re: 1µPa rms and the 160 dB re: 1µPa rms isopleths and to determine the relative effectiveness of the bubble curtain/wall system at attenuating sound underwater. The Navy would also conduct acoustic monitoring for vibratory pile driving and pneumatic chipping in order to determine the actual distance to the 120 dB re: 1µPa rms isopleth for behavioral harassment relative to background levels. Airborne acoustic monitoring would be conducted to determine the actual distances to the 100 and 90 dB re: 20µPa isopleths during impact and vibratory/pneumatic chipping.

At a minimum, the methodology would include:

- For underwater recordings, a stationary hydrophone placed at mid-water depth and 10 meters from the source pile to measure the effectiveness of the bubble curtain system. A weighted tape measure would be used to determine the depth of the water. The hydrophone would be attached to a nylon cord or steel chain if current is swift enough to maintain a constant distance from the pile. The nylon cord or chain would be attached to a float or tied to a static line at the surface 10 meters from the piles.
- For each monitored location, a two hydrophone set-up would be used, with the first hydrophone at mid-depth and the second hydrophone at ~1 meter from the bottom, in

order to evaluate site specific attenuation and propagation characteristics that may be present throughout the water column.

- For underwater measurements, in addition to determining the areas encompassed by the 190, 180, 160, and 120 dB rms isopleths for marine mammals, hydrophones would also be placed at other distances and or depths, as appropriate to accurately capture the spreading loss which occurs at the EHW-1 project area, or to determine the distance to the thresholds for fish and birds (these include peak, rms, and sound exposure levels [SEL]);
- For airborne recordings, a stationary hydrophone would be placed at 50 ft (15.24 meters) from the source for initial reference recordings.
- For airborne measurement, in addition to determining the area encompassed by the 100 and 90 dB RMS isopleths for pinnipeds and harbor seals, hydrophones would be placed at other distances, as appropriate to accurately capture spreading loss which occurs at the EHW-1 project area, or to determine the distances to the airborne thresholds for birds.
- All hydrophones would be calibrated at the start of the action and would be checked at the beginning of each day of monitoring activity.
- Ambient conditions, both airborne and underwater, would be measured for a minimum of one minute in the absence of construction activities to determine background sound levels. Ambient levels are intended to be recorded over the frequency range from 10 Hz to 20 kHz.
- Sound levels associated with the soft-start techniques would also be measured.
- Underwater sound pressure levels would be continuously monitored during the entire duration of each pile being driven. Sound pressure levels would be monitored in real time. Sound levels would be measured in Pascals which are easily converted to decibel (dB) units.
- Airborne levels would be recorded as unweighted, as well as in dBA and the distance to marine mammal and/or avian thresholds (respectively) would be measured;
- Environmental data would be collected, including, but not limited to: wind speed and direction, air temperature, humidity, surface water temperature, water depth, wave height, weather conditions and other factors that could contribute to influencing the airborne and underwater sound levels (e.g. aircraft, boats, etc.);
- The chief inspector would supply the acoustics specialist with the substrate composition, hammer model and size, hammer energy settings, and any changes to those settings during the pile monitoring, depth of the pile being driven, and blows per foot for the piles monitored.
- Post-analysis of the sound level signals would include determination of absolute peak overpressure and under pressure levels recorded for each pile, RMS value for each absolute peak pile strike, rise time, average duration of each pile strike, number of strikes per pile, SEL of the absolute peak pile strike, mean SEL, and cumulative SEL (Accumulated SEL = single strike SEL + 10*log (# hammer strikes)) and a frequency

spectrum both with and without mitigation, between 10 and 20,000 Hz for up to eight successive strikes with similar sound levels.

4.2.3 Visual Marine Mammal Monitoring

The Navy would collect sighting data and behavioral responses to construction for marine mammal species observed in the region of activity during the period of construction. All observers would be trained in marine mammal identification and behaviors. NMFS requires that the observers have no other construction related tasks while conducting monitoring.

4.2.3.1 Qualifications

All observers will be trained in marine mammal identification and behaviors. NMFS requires that the observers have no other construction related tasks while conducting monitoring.

4.2.4 Methods of Monitoring

The Navy would monitor the shut down zone and safety zone before, during, and after pile driving. Based on NMFS requirements, the Marine Mammal Monitoring Plan would include the following procedures for pile driving activities:

- Marine mammal observers (MMOs) would be located at the best vantage point(s) in order to properly see the entire shut down zone and buffer zone. This may require the use of a small boat to monitor certain areas while also monitoring from one or more land-based vantage points;
- During all observation periods, observers would use binoculars and the naked eye to search continuously for marine mammals;
- To verify the required monitoring distances, the zones would be clearly marked with buoys or other suitable aquatic markers;
- If the shut down or safety zones are obscured by fog or poor lighting conditions, pile driving would not be initiated until all zones are visible;
- The shut down and buffer zones around the pile would be monitored for the presence of marine mammals before, during, and after any pile driving activity;
- Pre-Activity Monitoring:
    - The shut down and buffer zones would be monitored for 30 minutes prior to initiating the soft start for pile driving. If marine mammal(s) are present within the shut down prior to pile driving or during the soft start (impact pile driving only), the start of pile driving would be delayed until the animal(s) leave the shut down zone. Pile driving would resume only after the MMO has determined, through sighting or by waiting approximately 30 minutes that the animal(s) has moved outside the shut down zone.
- During Activity Monitoring:
    - The shutdown and buffer zones would also be monitored throughout the time required to install or remove a pile. If a marine mammal is observed entering the buffer zone, a “take” would be recorded and behaviors documented. However,

that pile segment would be completed without cessation, unless the animal enters or approaches the shutdown zone, at which point all pile driving activities would be halted. Pile installation or removal can only resume once the animal has left the shutdown zone of its own volition or has not been re-sighted for a period of 30 minutes.

- Post-Activity Monitoring: Monitoring of the shutdown and buffer zones would continue for 30 minutes following the completion of pile driving activities.

4.2.5 Data Collection

NMFS requires that the MMOs use NMFS-approved sighting forms. NMFS requires that a minimum, the following information be collected on the sighting forms:

- Date and time that pile driving begins or ends;
- Construction activities occurring during each observation period;
- Weather parameters identified in the acoustic monitoring (e.g. wind, humidity, temperature);
- Tide state and water currents;
- Visibility;
- Species, numbers, and if possible sex and age class of marine mammals;
- Marine mammal behavior patterns observed, including bearing and direction of travel, and, if possible, the correlation to sound pressure levels;
- Distance from pile driving activities to marine mammals and distance from the marine mammal to the observation point;
- Locations of all marine mammal observations;
- Other human activity in the area.

Additionally, based on recent discussion with NMFS HQ, the Navy would record behavioral observations such that, if possible, they can attempt to determine whether animals can be (or are) "taken" by more than one sound source in a day's operation. For instance, the Navy has agreed to: "Note in behavioral observations, to the extent practicable, if an animal has remained in the area during construction activities. Therefore, it may be possible to identify if the same animals or different individuals are being taken."

4.2.6 Reporting

A draft report would be submitted to NMFS within 45 days of the completion of acoustic measurements and marine mammal monitoring. The results would be summarized in graphical form and include summary statistics and time histories of impact sound values for each pile. Acoustic measurements would be reported for each type of pile installation and removal methodology, including impact and vibratory pile driving and pneumatic chipping. A final report would be prepared and submitted to the NMFS within 30 days following receipt of comments on the draft report from the NMFS. At a minimum, the report would include:

- size and type of piles;
- a detailed description of the bubble curtain/wall, including design specifications;
- the impact or vibratory hammer force used to drive/extract the piles;
- a description of the monitoring equipment;
- the distance between hydrophone(s) and pile;
- the depth of the hydrophone(s);
- the depth of water in which the pile was driven;
- the depth into the substrate that the pile was driven;
- the physical characteristics of the bottom substrate into which the piles were driven;
- the ranges and means for peak, RMS, and SELs for each pile;
- the results of the acoustic measurements, including the frequency spectrum, peak and RMS SPLs, and single-strike and cumulative SEL with and without the attenuation system;
- the results of the airborne noise measurements, including dBA and unweighted levels;
- a description of any observable marine mammal behavior in the immediate area and, if possible, the correlation to underwater sound levels occurring at that time;
- results – including the detectability of marine mammals, species and numbers observed, sighting rates and distances, and behavioral reactions within and outside of safety zones;
- a refined take estimate based on the number of marine mammals observed in the safety and buffer zones. This may be reported as one or both of the following: a rate of take (number of marine mammals per hour), or take based on density (number of individuals within the area).

4.3 FISH MITIGATION AND MONITORING

The following mitigation measures apply to marine fish:

- In-water construction would observe the Puget Sound Marine Area 13 (northern Hood Canal) in-water work window (July 16 to February 15) as outlined in WAC 220-110-271 and USACE (2008) to minimize in-water project impacts on potentially occurring juvenile salmonids that would otherwise be exposed to underwater noise produced during pile driving.
- Due to the size of the piles (estimated at 24-30-inch [61-76 cm]), bubble curtain/wall would be employed to decrease the amount of underwater pile driving noise.
- The pile driving contractor would use a mechanical soft-start approach during impact pile driving by using low hammer energy values to provide time for swimmers, divers, fish, and wildlife to hear the noise and react to it by moving away from the sound.

- During the pile installation, a vibratory hammer would be used whenever possible to drive piles. An impact hammer would be used to proof load the piles to verify bearing load capacity, and would not be used as the primary means to drive piles.

4.4 MARBLED MURRELET MONITORING PROTOCOL

4.4.1 Introduction

Several mitigation measures developed for the proposed action generally apply to the marbled murrelet. For instance, the proposed action would be limited to the time period between July 16 and October 31st of each construction year, and impact pile driving would only occur between July 16th and September 30th of each construction year, Impact pile driving would not occur on more than five days for the duration of any pile driving window and no more than one pile would be proofed in a given day. Furthermore, impact pile driving, or proofing, would be limited to 15 minutes per pile (up to five piles total). Additionally, pile driving would only occur between two hours after sunrise and two hours prior to sunset. Lastly, all piles driven by an impact hammer would be surrounded by a bubble curtain or other sound attenuation device over the full water column to minimize in-water noise.

In an effort to further reduce potential impacts to marbled murrelets the Navy would conduct seabird surveys based on the 2008 marbled murrelet monitoring protocol. The Navy would survey for alcids in the vicinity of the pile driving operation area with the “go” or “no go” status being applied for any marbled murrelets and/or unidentified alcids. Based on calculations developed by USFWS, the area where peak underwater sound pressure levels are expected to exceed 180 dB during the pile driving, is approximately 300 meters from the pile driver. To provide an additional margin of safety, the area of concern is considered to be 400 meters (zone within approx. 1,300 ft of the pile driver). The area of potential behavioral effects extends most of the way across Hood Canal. Because the duration of proofing is so short (15 minute intervals), the primary focus for this project is to prevent exposure within the area of concern (see Figure 4-1).

4.4.2 Marbled Murrelet Monitoring Plan

1. Transect lines will be no more than 100 meters apart and beginning 50 meters from shore. If the sea-state is greater than Beaufort of 2, then the transect lines will be no more than 50 meters apart. In the case of fog or reduced visibility, the surveyors must be able to see a minimum of 50 meters or the exercise cannot proceed.

2. Transect lines would be established using a GPS.

3. Boat speed would be equal to or less than 10 knots per hour.

4. A minimum of two surveyors (not including the boat drivers) for identification of small alcids would be on each of three survey vessels (two inside and one outside the security barrier).

5. The project monitoring area would be divided into two sections. One boat would survey the area to the north of the wharf that lies outside of the security barrier and two vessels would patrol the area inside the barrier. The purpose of the monitoring effort would be to ensure that no marbled murrelets are within the area of concern during impact pile driving. The survey vessels

would run transects within the 400 meter area of concern at distances that provide a 50 meter observation transect for each vessel. USFWS recommended that the boats run transects in opposite directions for maximum coverage of the area. These boats would be used primarily to observe sea birds that may swim into the potential area of injury.

If one or more marbled murrelets and/or other unidentified small alcids are sighted within the area of concern before the start of operations, pile driving would not be allowed to begin until the bird(s) have left the area. If any marbled murrelets or unidentified alcids fly into or approach the area of concern during pile driving, the pile driver would be stopped immediately. Pile driving would not resume until the bird(s) have left the area of concern.

6. No pile driving would occur if small alcids are observed within 500 meters of the pile driver at the start of the surveys. The survey vessels would ensure that all alcids have left the area before impact pile driving begins.

7. The surveyors would have the training to accomplish specific verification of species sited.

8. Visual observations with the aid of binoculars to identify species would be utilized during the survey. Additionally, both boat crews would carry two-way radios or cell phones in order to communicate with each other and the pile hammer operator. Also, each boat crew would have the ability and authority to immediately suspend pile driving activities. The consulting biologist would be notified of the observation of any marbled murrelets within the area of potential injury within two working days and prior to any subsequent day of pile driving.

9. The survey report, which would be submitted to the USFWS within 90 days of project completion, would document the Beaufort wind scale, identify species and number of seabirds observed, time of day, observer names, date, and weather conditions.
The monitoring report will be mailed to:

Martha Jensen
U.S. Fish and Wildlife Service, Washington State Office
510 Desmond Drive SE
Lacey, Washington 98503

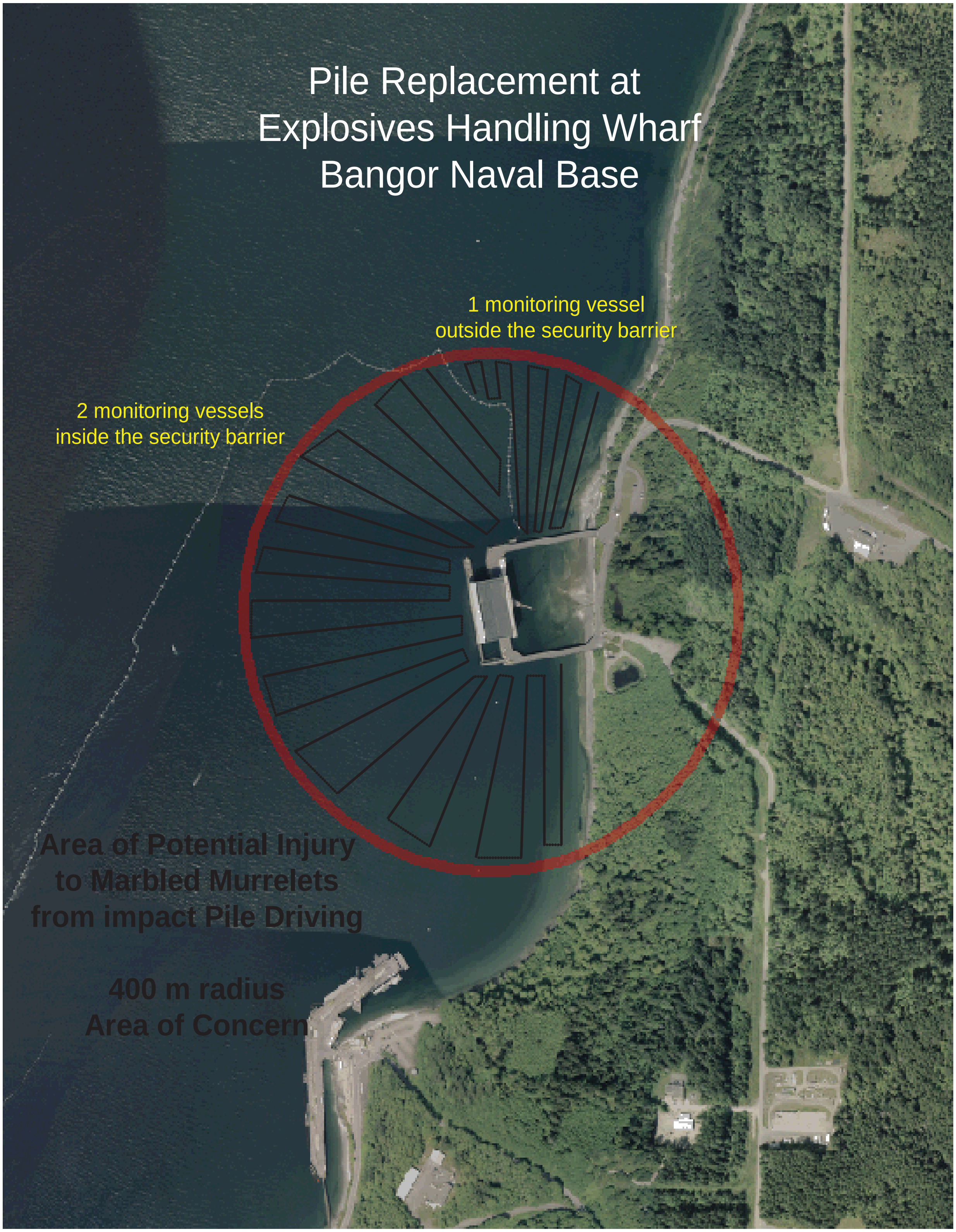

Figure 4-1 Marbled Murrelet Survey Transects

5 CUMULATIVE IMPACTS

5.1 APPROACH

The approach taken in the analysis of cumulative impacts follows the objectives of NEPA and CEQ regulations and guidance. Cumulative impacts have been defined by the CEQ in 40 CFR 1508.7 as:

> "Impacts on the environment which result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

The CEQ regulations further require that NEPA environmental analyses address connected, cumulative and similar actions in the same document (40 CFR 1508.25). This requirement prohibits segmentation of a project into smaller components to avoid required environmental analysis.

Additionally, CEQ further explained in Considering Cumulative Effects Under the National Environmental Policy Act (CEQ, 1997) that "each resource, ecosystem and human community must be analyzed in terms of its ability to accommodate additional effects, based on its own time and space parameters." Therefore, cumulative effects analysis may go beyond the scope of project-specific direct and indirect impacts to include expanded geographic boundaries beyond the immediate area of the proposed action, and a time frame, including past actions and foreseeable future actions, in order to capture these additional effects.

Focusing the cumulative effects analysis is a complex undertaking, appropriately limited by practical considerations. CEQ notes that:

> "It is not practical to analyze how the cumulative effects of an action interact with the universe; the analysis of environmental effects must focus on the aggregate effects of past, present, and reasonably foreseeable future actions that are truly meaningful. The scope of the cumulative impact analysis is related to the magnitude of the environmental impacts of the proposed action. Proposed actions of limited scope typically do not require as comprehensive an assessment of cumulative impacts as proposed actions that significant environmental impacts over a large area (CEQ, 2005)."

The USEPA's guidance states that information should be presented commensurate with the impacts of the project, with a greater degree of detail for more potentially serious impacts (USEPA, 1999).

The cumulative impacts analysis for the EHW-1 Pile Replacement Project considers known past, present, and reasonably foreseeable future actions throughout Hood Canal, including NBK at Bangor. Additionally, direct/indirect impacts and unavoidable/irretrievable impacts are considered in this analysis. Hood Canal (and its watershed) is the most relevant region for defining populations or communities of marine and coastal resources occurring at NBK at Bangor. Surrounding communities, in which actions at NBK at Bangor are most likely to contribute to cumulative social impacts, include Silverdale, Poulsbo, and Bremerton, all of which are located on the Kitsap Peninsula and within Kitsap County. In addition, residences on the west side of Hood Canal (approximately 4 miles from the project area) reside in Jefferson County and could be impacted by actions at NBK at Bangor. The level of detail required for cumulative effects analysis presented in this EA is appropriate and in context with the scope and magnitude of the proposed action and alternatives because of the limited extent and temporary nature of the proposed action.

5.2 HISTORICAL CONTEXT

On June 5, 1944 the Navy established the U.S. Naval Magazine on the land which is now NBK at Bangor, and began operations in January 1945. The Marginal Wharf was built during World War II to handle the loading of ammunition on Navy transport ships headed for the Pacific Theater. The Keyport/Bangor docks were built in 1951 and used by small craft from the Naval Undersea Weapons Engineering Station at Keyport. Bangor continued its role as a U.S. ammunitions depot after World War II and throughout the Korean and Vietnam conflicts. As a U.S. ammunitions depot, Bangor was responsible for shipping conventional weapons abroad. The base became a Polaris Missile Storage Facility in 1964.

In 1973, Bangor was established as a homeport for the OHIO Class submarines and as a support facility for the TRIDENT Missile Program. Housing, offices, and industrial complexes were constructed to support operations for surface ships and submarines home-ported at Bremerton and Bangor. Delta pier was completed in 1980 to support this program. The EHW-1 was constructed shortly thereafter. In 1982 the program became fully operational when the first TRIDENT submarine (USS OHIO) arrived at Delta Pier. Later, in 2004, Naval Submarine Base at Bangor merged with Naval Station Bremerton and Naval Base Kitsap emerged. Naval Base Kitsap is responsible for all Navy properties in Kitsap County, Washington. This includes Bangor, Bremerton, Keyport, Manchester, and other locations.

The TRIDENT Facilities EIS and its associated supplements (Navy, 1974, 1976, 1978 and 1989) have analyzed most of the major development associated with NBK at Bangor over the past 40 years. Subsequent environmental analyses at NBK at Bangor assessed other development at the base and adjacent waterfront, which were not covered in the EIS. The development of NBK at Bangor underwent considerable scrutiny to limit the impacts to the surrounding environment. Although numerous actions were taken to mitigate harmful impacts to the environment related to constructing and operating this facility, a number of unavoidable adverse impacts were identified in the final EIS. These impacts included drawdown of the water table for potable water supply, loss of hundreds of acres of vegetation and associated wildlife and plant habitat from land clearing, loss of benthic and eelgrass habitat from placement of in-water structures, reduced productivity of algae and eelgrass from shading by overwater structures, and changes in fish and benthic habitat from in-water structures. When purchased in 1944, the land was primarily forest, orchards, and farmland. Today, while the area of undeveloped land area is smaller, the base remains largely forested with a flourishing native Pacific Northwest vegetation and wildlife community.

5.3 PUGET SOUND TREND DATA (INCLUDING HOOD CANAL)

The *2007 Puget Sound Update: Ninth Report of the Puget Sound Assessment and Monitoring Program* summarizes trend data in the Puget Sound area (PSAT, 2007a). These trends were utilized in Section 5.6, Cumulative Impacts to Environmental Resources, where applicable, to help indicate the cumulative impacts of past, present, and future actions. Some of the relevant trends include the following:

- A decrease in marine birds (particularly scoters, loons, and grebes) and increase in California sea lions and harbor seals;
- A decline in native eelgrass in Hood Canal;
- An increase in the size and duration of phytoplankton blooms and a corresponding decrease in overall DO levels;
- A decrease in some fish stocks (salmon, rockfish, spiny dogfish, Pacific cod, and hake);
- Increasing shoreline sediment erosion due to shoreline armoring and in-water structures; and,
- An overall decline in fecal coliform levels.

5.4 PAST, PRESENT AND REASONABLY FORSEEABLE FUTURE NAVY ACTIONS

Table 5.2 and Table 5.3 (at the end of this chapter) list the past, present, and reasonably foreseeable future Navy actions at NBK at Bangor that have had, continue to have, or would be expected to have some impact to the natural and human environment. Table 5.2 provides general descriptions of construction projects and other actions. Table 5.3 identifies project impacts in several key areas such as overwater shading, marine habitat loss, long term water quality impacts, etc. The actions shown in Table 5.2 and Table 5.3 represent the best information available at this time. Because of the nature of concept development and funding for projects, plans for future actions are dynamic and subject to change. Continuing NEPA analysis and documentation would be provided, as appropriate, for all programs and projects as they are developed and implemented as required by NEPA and OPNAVINST 5090.1C.

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition, ninety six 24-inch diameter concrete piles would be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles would be removed by vibratory hammer. Additionally, pile caps, a concrete superstructure, five sled-mounted passive cathodic protection systems, and related appurtenances would be constructed.

5.5 OTHER PAST, PRESENT AND REASONABLY FORSEEABLE ACTIONS (NON-NAVY) AND HOOD CANAL AGENCY PLANS

This section analyzes past, present and reasonably foreseeable future plans and actions related to shoreline development outside NBK at Bangor, but within Hood Canal watershed in the vicinity of the base. These plans and actions, in conjunction with the proposed action, could contribute to cumulative impacts to the environment. Actions addressed in this section are non-Navy actions, identified through contacts with the Kitsap County and Jefferson County Departments of Community Development, Washington State Department of Transportation (WSDOT), natural resource agencies, and American Indian tribes.

Currently, development in the upland area is mostly comprised of residential units on larger lots that have retained some natural areas; as a result, impacts to the surrounding environment have been minimal. Some exceptions are the Vinland and Lofall neighborhoods north of the base, which are residential communities on smaller lots, as well as some scattered commercial uses (neighborhood convenience stores and gas stations), located in the upland area. Relatively intense development along the shoreline of Hood Canal has also occurred. Compared to residential units in the upland area, smaller residential units dominate this landscape, some with docks. Commercial uses are scattered along the shoreline and include the community of Seabeck to the south, which has a store, a few businesses, a marina, and a retreat center. Scenic Beach State Park is further south.

5.5.1 Hood Canal Bridge East Half Replacement and West Half Rehabilitation Project—Water Shuttle

The Washington Department of Transportation (WSDOT) constructed two docks, one at Lofall and one at South Point, for the passenger-only water shuttle that ran during the closure of Hood Canal Bridge for approximately two months in 2009. The Lofall site was located approximately 5 miles (8 km) north of the Bangor waterfront at NBK on the east side of Hood Canal. The dock was temporary and torn down after the bridge improvements are completed. The South Point water shuttle site was located approximately 5 miles (8 km) north of the Bangor waterfront at NBK on the west side of Hood Canal. This shuttle was available during closure of Hood Canal Bridge. Two temporary passenger-only water shuttles with the capacity to move 150 passengers each operated every 30 minutes. This yielded a capacity of 300 passengers per hour in each direction during peak periods. Temporary vehicle park-and-ride lots were also constructed on each side of Hood Canal. This project resulted in short-term water quality and noise impacts during construction, as well as shading and loss of marine habitat while the docks were in place. Upland vegetation was cleared for the park-and-ride lots.

5.5.2 Olympic View Marina

In January 2010, Olympic View Marina, LLC began replacing the abandoned Seabeck Marina located on Seabeck Bay approximately 7 miles (11 km) south of NBK at Bangor on the east side of Hood Canal. The new marina requires installation of 72,510 sq ft of piers, floats, and gangways (approximately 1.66 acres of overwater structures) for the moorage of approximately 200 boats.

In order to permit rebuilding of the marina, the shoreline designation of the old Seabeck marina in the Kitsap County Shoreline Management Master Program was amended from “conservancy” to “rural” in April 2009. Although workers have begun installing pilings for the docks, construction was put on hold from February 15 until July 16 to comply with the fish window.

5.5.3 Kitsap Memorial State Park

Washington State Parks is planning a slope stabilization project for an approximately 1,000-foot-long (305 m) creosote treated bulkhead at Kitsap Memorial State Park in Poulsbo on Hood Canal. Removal of the treated wood bulkhead and "naturalization" of the shoreline is being planned as part of the project. This project is not yet permitted but is active.

5.5.4 Fred Hill Materials Pit-to-Pier Project

Fred Hill Material has proposed the construction of a 1,000 foot (305 m) long pier located approximately 3 miles (5 km) north of the project area on the west side of Hood Canal. Fred Hill Materials would move gravel from the Shine gravel pit, which is owned by Miles Sand & Gravel, on a 4 mile (7 km) long conveyor belt to Thorndyke Bay, located on Hood Canal. Once the gravel has been brought to Thorndyke Bay, it would be loaded onto barges and ships on the newly constructed pier. Once erect, the pier would be supported by piles placed approximately 100 ft (31 m) apart. As a result of the pier construction, aesthetic impacts and potential interference with marine vessel traffic could occur and upland vegetation would be cleared for construction of the conveyor belt, with potential impacts to erosion/water quality and wetlands.

This project has been identified by Fred Hill Materials as the Thorndyke Resources Operation Complex (TROC). This project has also been referred to as the Pit-to-Pier. The TROC proposal no longer includes the Wahl Lake area and the Shine Hub Operations, which are now leased from Pope Resources by Miles Sand and Gravel (not affiliated with Fred Hill Materials). The TROC conveyor and pier proposal is undergoing the environmental review process for permitting and Jefferson County is waiting for Fred Hill Materials to submit updated studies to complete a gap analysis. The application is still open, but there is considerable uncertainty as to whether this project will be implemented.

5.5.5 Pleasant Harbor Marina and Golf Resort

The Statesman Group of Companies is proposing a new master planned development at Pleasant Harbor south of Brinnon. The proposed project would be located on the west side of Hood Canal approximately 9 miles (15 km) southwest of NBK at Bangor. The 256-acre development would include resort housing, a hotel, a restaurant, a spa, a clubhouse, an 18-hole golf course, and other resort-type facilities. It would refurbish an existing 285-boat marina and involve development of resort facilities along the shoreline. Planning is ongoing for this project and a supplemental EIS is being prepared. A Scoping meeting was held on October 28, 2009 as part of the EIS process.

Short-term water quality and noise impacts would likely occur from project construction. Some loss of nearshore marine benthic habitat in the immediate project vicinity would be anticipated as a result of the refurbished marina. The golf course and upland facilities would likely result in considerable clearing of upland vegetation (estimated at 50 percent or 128 acres), with a potential for impact to water quality (due to erosion) and wetlands. Impervious surfaces are predicted to comprise approximately 15 percent, or approximately 38 acres, of the total area.

5.5.6 Misery Point Boat Launch

WDFW is proposing a $2.5 million boat launch replacement project located approximately 9 miles (15 km) south of the Bangor waterfront at NBK on the east side of Hood Canal. The project involves replacing an on-grade, concrete, boat launch ramp with a 27-foot (8 m) wide, 230-foot (70 m) long elevated ramp. In addition to the ramp, the project would replace an existing vault restroom, restripe a paved parking lot, and re-grade a gravel overflow lot. This project is under review by Kitsap County and WDFW. This project would result in short-term water quality impacts during construction, as well as long-term loss of shallow marine habitat.

5.5.7 Agency Plans for Improving Environmental Conditions in Hood Canal

There are several water quality parameters of concern in Hood Canal including low dissolved oxygen (DO) levels and high nutrients, particularly in the southern part of the canal. Several governmental entities and community groups have joined together to plan and develop programs to improve environmental conditions in Hood Canal because of these water quality problems, and concern for salmon and the overall environmental health of Hood Canal. Hood Canal Coordinating Council (HCCC) is a consortium of county governments, tribes, and other groups that was formed to help recover summer-run chum salmon populations in Hood Canal and the eastern Strait of Juan de Fuca and restore native plant communities along adjacent shorelines.

A primary action plan for Hood Canal was developed by the HCCC to assist in counteracting the adverse effects of past actions and improve environmental conditions in Hood Canal in the future. This is accomplished by the governments and groups of the HCCC working together to educate and help landowners restore the nearshore area, control septic runoff into Hood Canal, remove invasive plants and weeds, and identify properties for conservation acquisition.

The HCCC, under its Marine Riparian Initiative, is working with several entities and programs to develop a coordinated approach to re-vegetating marine shorelines (HCCC, undated). Under this initiative, Master Gardeners, Water Watchers, and other volunteer groups are trained to provide site-specific planting plans for landowners that address soil and slope stability, sediment control, wildlife, microclimate, shade, nutrient input for detrital food webs, fish prey production, habitat/large woody debris structure, water quality, human health and safety, and aesthetics.

The HCCC's primary action plan includes updating Kitsap County's Shoreline Master Plan and critical areas ordinances, conducting a nearshore assessment, adopting the Kitsap County draft shoreline environmental designations, and continued monitoring of the Big Beef Creek summer-run chum salmon reintroduction project as recommended key actions (HCCC, 2005).

A portion of the Upper Hood Canal has been identified by the Kitsap County Health District (2005) as a restoration area. The goals of the Upper Hood Canal Restoration Project are to protect public health and the environment by identifying and correcting sources of fecal coliform contamination from failing onsite sewage systems and inadequate animal waste management, obtaining water quality data, and educating Upper Hood Canal residents about the low DO problem and actions they can take to reduce bacteria and nutrient concentrations in Hood Canal.

The restoration area extends approximately 20 miles (32 km) along the eastern shore of Hood Canal from Olympic View Road in the north to the Kitsap County/Mason County line in the south. Most of this area lies directly south of NBK at Bangor, but a portion lies along the western edge of the southern part of the base. Low DO levels are of particular concern, resulting from algal blooms, which are triggered by increases in nutrients from failing onsite sewage systems, inadequate animal waste management (i.e., hobby farms), and stormwater flowing into Hood Canal. The area of concern for low DO levels is south of the Bangor waterfront at NBK.

5.6 CUMULATIVE IMPACTS TO ENVIRONMENTAL RESOURCES

In this section, an assessment is provided for the cumulative environmental impacts of the proposed action when combined with past, present, and reasonably foreseeable actions. The purpose of the cumulative impact analysis is to identify and describe impacts of the proposed action that may be insubstantial by themselves but would be considered substantial in combination with the impacts of other actions and trends. The impacts of other actions are assessed using available information, and trends in environmental conditions were derived from the *2007 Puget Sound Update—Ninth Report of the Puget Sound Assessment and Monitoring Program* (PSAT, 2007a). The format for assessing cumulative impacts for each resource area is as follows:

1. Assess the impacts of past and present actions to arrive at the existing environmental condition.
2. Present available trend data for each resource to help assess future impacts; these data are not available for all resources (see Section 5.3, Puget Sound Trend Data [Including Hood Canal]).
3. Provide an estimate of potential impacts from future non-Navy actions (see Section 5.5, Other Past, Present, and Reasonably Foreseeable Future Actions [Non-Navy] and Hood Canal Agency Plans) and Navy actions (see Table 5.2 and Table 5.3 at the end of this chapter).
4. Present the impacts of the proposed action and conclude with an assessment of the cumulative impacts of past, present, and future actions including the proposed action.

Since the information available on past, present, and reasonably foreseeable actions varies in quality and level of detail, impacts for these actions are quantified where possible and data exists; otherwise, professional judgment and experience were used to make a qualitative assessment of impacts. In some cases, there may be a combination of both quantitative and qualitative analysis. Where this is the case, professional judgment was used to evaluate the impact.

5.6.1 Bathymetry

5.6.1.1 Past and Present Actions

Past and present placement of in-water structures such as anchors, pilings, floats, and boat ramps, and in-water construction for Navy projects such as Marginal Wharf (Table 5.2, Project #5), Service Pier (Projects #9, #18, and #37), Keyport/Bangor (KB) Docks (Projects #16 and #24), and Delta Pier (Projects #15 and #17) may cause localized scouring and deposition. Changes in current velocities may alter bottom sediment characteristics such as the ratio of fine to coarse-grained sediments near pilings, anchors and boat ramps. The overall bathymetry of Hood Canal has likely changed over time as a result of sediment delivered by the streams and rivers that enter it. However, such changes are probably restricted to the mouth of the tributaries and evidenced by deltaic sediment fans.

5.6.1.2 Future Actions

Future shoreline development and placement of in-water structures, including the TPS/Port Ops Facilities (Project #16), the Test Pile Program and the Explosives Handling Wharf 2 (Project #29 and #32), and the Olympic View Marina, would likely add to existing erosion and accretion of shoreline sediments. However, the overall impact to Hood Canal's bathymetry is not expected to be significant.

5.6.1.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition, ninety-six 24-inch diameter concrete piles would be removed at the mudline by a pneumatic chipping hammer, and thirty-nine 12-inch and three 24-inch diameter steel fender piles would be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur. All work would be temporary and the equipment would be demobilized and removed after the pile replacement and associated construction is completed. BMPs may include the use of booms around stationary barges and boats, turbidity curtains, and bubble curtains. The replacement of 138 piles with twenty-eight 30-inch hollow steel pipe piles would reduce the overall volume of in-water piles above the mudline from approximately 759 cubic yards to 305 cubic yards. Therefore, the proposed action would slightly mitigate the impacts to the bottom of Hood Canal within the footprint of EHW-1.

5.6.1.4 Cumulative Impacts

Puget Sound is a glacially carved fjord comprised of five major basins with Hood Canal being the westernmost. The major components of Hood Canal are the entrance, Dabob Bay, the central region, and The Great Bend at the southern end. A shallow sill extends across the short axis of the canal south of Hood Canal Floating Bridge and the northern end of NBK at Bangor in the vicinity of South Point and Thorndyke Bay. Southward of the sill, the bottom on the western side drops off steeply, while the eastern side slopes more gently downward. The main current runs along the west side of the channel, forming a hanging valley at the sill crest. The sill limits exchanges of dense water between the deeper southern reach and Admiralty Inlet, the channel linking Puget Sound to the North Pacific Ocean via the Strait of Juan de Fuca. South of the sill, the bottom along the thalweg is extremely rough, varying by + 80 ft (25 m) over 0.6 miles (1 km) or less. However, an accurate description of the hydraulic properties of Hood Canal is hindered by its complex geometry and bathymetry.

The impacts of the proposed action would be strictly localized, however, compared to the circulation and current movement produced by tides, winds, and density differences throughout the entire Hood Canal water body, the changes to circulation from the proposed action are not expected to contribute to cumulative impacts in Hood Canal. Driving and extracting the piles would create a minor and temporary suspension of sediments. The Test Pile Program would occur in conjunction with the EHW-1 Pile Replacement Project and would likely cause temporary changes to bathymetry during the construction periods. Piles used in the Test Pile Program would be removed at completion. The EHW-1 Pile Replacement Project would have long-term positive impacts by reducing the existing ground footprint from 341 cubic ft (0.008

acres) to 138 cubic ft (0.003 acres) and the in-water pile volume above the mudline from 759 cubic yards to 305 cubic yards. The proposed action, in combination with other Navy and non-Navy past, present and reasonably foreseeable future actions, would not contribute to cumulative impacts in Hood Canal.

5.6.2 Geology and Sediments

5.6.2.1 Past and Present Actions

Past and present Navy and non-Navy actions involving land clearing and disturbance of soils has resulted in soil and sediment erosion along Hood Canal. The establishment of vegetation could become hindered due to soil and sediment loss contributing to further erosion. Eroded soils could then be carried into Hood Canal by stormwater runoff and thus impact water quality. Adverse impacts to geologically hazardous areas, such as steep slopes, have occurred as a result of past non-Navy projects. These projects have increased the stormwater runoff and/or overburdened the tops of slopes with structures, leading to slope failure. However, geologically hazardous areas are now managed more carefully by following the guidance or standards of local governments or agencies (e.g., Kitsap County Code for Geologically Hazardous Areas) and through application of construction BMPs for sloped surfaces, such as silt fencing, roughening sloped surfaces, and planting native vegetation. Standard stormwater construction BMPs have also reduced the amount of soil erosion that occurs during land disturbing activities.

Past and present actions involving in-water construction (i.e., pile driving and dredging) in Hood Canal have caused or are causing short-term disturbances to sediment. Pier replacement projects and shoreline armoring have resulted in erosion and coarsening of shoreline sediments in some areas of Hood canal. In-water structures, such as EHW-1, create accretion of sediments in some locations and erosion of sediments on the down-drift side of these structures. As a result of some of these in-water projects, the assumption has been made that some slight changes in sedimentation have occurred over time.

5.6.2.2 Future Actions

Future Navy and non-Navy actions could result in erosion and accretion of shoreline sediments.

The future EHW-2 project (Project #32), the Test Pile Program (Project #29), the TPS/Port Ops Facilities (Project #23), and the Olympic View Marina are a few examples. Design elements and construction BMPs, including turbidity curtains, containment booms around stationary vessels, and shore-based silt fencing for any terrestrial components, are expected to largely control erosion resulting from these actions.

5.6.2.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition, ninety six 24-inch diameter concrete piles would be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles would be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur.

All work would be temporary and the equipment would be demobilized and removed after the pile replacement and associated construction is completed. BMPs may include booms around stationary barges and boats, turbidity curtains, and bubble curtains. Suspended sediments resulting from pile driving and extraction would be contained by the curtains and are expected to settle within hours. In the event of an accidental discharge of chipped concrete or other construction debris, NBK at Bangor has an approved Spill Management Plan (DoN, 2006a) that complies with 40 CFR 112, and a regional Integrated Spill Contingency Plan (DoN, 2010) is in place. These plans outline procedures designed to reduce the likelihood of spills and increase the response time and efficiency of clean up. All waste, including piles, removed fragmentation barrier and walkway and concrete debris would be disposed of in compliance with all applicable state and federal laws. The proposed action would have long-term positive impacts by reducing the ground footprint from 341 cubic ft (0.008 acres) to 138 cubic ft (0.003 acres) and the in-water pile volume above the mudline from 759 cubic yards to 305 cubic yards. The stability of the subsurface slope would not be compromised as a result of the proposed action. Construction activities would not result in the discharge of wastes containing metals or otherwise alter the concentrations of trace metals in bottom sediments. Therefore, the proposed action would not result in a significant impact to geology or sediments.

5.6.2.4 Cumulative Impacts

The EHW-1 Pile Replacement Project would result in additional disturbance of shoreline sediments. The impacts to sediments resulting from the proposed action would be temporary and localized. Driving and extracting the piles would create a minor and temporary suspension of sediments. The Test Pile Program would occur in conjunction with the EHW-1 Pile Replacement Project and would cause temporary suspension of solids in the water column during construction periods. Turbidity curtains would contain the sediments, which are expected to settle within hours of disturbance. Piles used in the Test Pile Program would be removed at completion. The EHW-1 Pile Replacement Project would have long-term positive impacts by reducing the existing ground footprint from 341 cubic ft (0.008 acres) to 138 cubic ft (0.003 acres) and the in-water pile volume above the mudline from 759 cubic yards to 305 cubic yards. The proposed action, in combination with Navy and non-Navy past, present, and reasonably foreseeable future events would not have a significant cumulative impact on geology and sediments.

5.6.3 Water Resources

5.6.3.1 Past and Present Actions

Water quality in Hood Canal has been and is being impacted by past and present in-water and upland actions (Table 5.3). In-water development has impacted water quality from: (1) incidental spills associated with boat operations, such as fueling, or other activities conducted on piers, wharfs, and floats; (2) sediment disturbance and turbidity from propeller wash in shallow areas; (3) use of materials, such as treated wood pilings that, over time, leak toxins into the marine waters; and (4) stormwater runoff. Most of these events, except for treated materials, result in periodic inputs of pollutants (i.e., fuel, oil, and other contaminants) directly to Hood

Canal, which can impact turbidity, pH, temperature, salinity, DO, and biochemical oxygen demand (BOD).

Unless there is a major spill of material such as fuel, oil, or other toxic material transported or associated with boat traffic that would impact water quality conditions, incidental spills usually do not result in long-term cumulative impacts. Hood Canal is a large enough water body that it can absorb small spills, such as those that may occur when fueling vessels, without any long-term impacts to water quality.

Propeller wash in shallow areas impacts water quality by disturbing sediment and causing turbidity. However, this is typically a short-term impact and does not usually result in a cumulative impact to water quality because sediment settles out fairly rapidly.

Most of the waterfront structures at NBK at Bangor and other existing non-Navy sites are supported by pilings, many of which were treated with creosote, which is now known to contain toxic chemicals. Other wood materials historically used to construct docks, boathouses, and other facilities included pressure treated wood, which is now known to leach chromated copper arsenate and other pesticides. Over time, these materials are no longer being used and are being replaced with environmentally neutral materials that do not leak toxins (discussed below). Thus, the impacts to water quality from this source have decreased over time.

Upland development has caused localized deterioration in the water quality in Hood Canal, mainly from uncontrolled stormwater runoff, failing septic systems, and mismanagement of animal wastes. Stormwater runoff can carry contaminants, such as heavy metals and oils from hard surfaces such as roads, and nitrogen and phosphorus from lawn fertilizers into streams that empty into Hood Canal. While irregular in nature, stormwater-related inputs to water quality may be relatively intense during storm events. Contaminants in the stormwater runoff can adversely impact DO, BOD, pH, and other water quality parameters in localized areas.

Most development in Hood Canal watershed (excepting NBK at Bangor) uses septic systems, and many older systems have failed over time. Fecal coliform bacteria and nutrients are periodically discharged into Hood Canal through stormwater runoff from areas with inadequate septic systems. Though fecal coliform bacteria are not harmful to humans, the presence of fecal coliform indicates the possible presence of pathogenic viruses or bacteria. Fecal coliform bacteria can also be absorbed and concentrated in shellfish making them unsuitable for human consumption.

Nutrients are a larger problem because they can cause algae to bloom. When algal blooms occur, they cause DO to be rapidly used up during bacterial decomposition of dead plankton. This rapid loss of DO can result in fish kills. Similarly, animal wastes from hobby farms or sites where animals are bred are also a source of nutrients. These sources of nutrients have long been recognized as causing the low DO problem in Hood Canal. Efforts have been ongoing to eliminate the use of septic systems or to repair failing systems, to the extent possible, particularly in nearshore areas, and to control point sources such as hobby farms. However, in Hood Canal watershed, some future development would continue to use septic systems because sewers are not available in many areas.

Nevertheless, recent trend data predict an overall reduction in fecal coliform in the future (PSAT, 2007b) because of plans for constructing some new sewer lines in southern Hood Canal and other actions such as the Marine Riparian Initiative (Section 5.5.7, Agency Plans for Improving Environmental Conditions in Hood Canal).

Although fecal coliform levels are expected to decrease, the State of the Sound Report (PSAT, 2007b) states that the overall trend is for continued deterioration of water quality in Hood Canal due to a rise in toxic contaminants and a lowering of DO levels, which includes several of the water quality parameters of concern. There are a number of waters in Puget Sound that are listed as impaired by the WDOE, including southern Hood Canal (PSAT, 2007b).

5.6.3.2 Future Actions

Future actions in Hood Canal region would have the potential for the same types of water quality impacts discussed above for past actions. Future actions would be designed to minimize such impacts. For example, all new piers, including the proposed EHW-2 (Project #32), would use concrete or steel pilings and, unlike creosote-treated piles used in the past, would not have the potential for leaching toxic compounds into the water. Projects proposed by Hood Canal agency plans would be implemented specifically to improve water quality in Hood Canal (see Section 5.5.9).

5.6.3.3 Proposed Action

There would be a slight risk of accidental fuel spills from the proposed action. NBK at Bangor has an approved Spill Management Plan (DoN, 2006a) that complies with 40 CFR 112 and a regional Integrated Spill Contingency Plan (DoN, 2010) is in place. These plans outline procedures designed to reduce the likelihood of spills, and increase the response time and efficiency of clean up. As a result, accidental spills or discharges of deleterious materials would not be expected to adversely impact marine water quality at the project area. No wastewater will be generated.

The new piles would be chemically neutral so there would be no impact to water quality from this source. The removal of the old piles, along with their potential to leak contaminants into the waterway, would potentially cause a long-term decrease in contaminants. Operation of boats would occur mostly in deeper water so there would be few instances of increased turbidity. Overall, no water quality standards would be violated under the Proposed Action. Water quality impacts caused by the proposed action would be limited to temporary and localized impacts of construction or accidental spills. Other construction activities will occur above MHHW.

5.6.3.4 Cumulative Impacts

During the time frame of the proposed action, a Test Pile Program (Project #29) will be occurring in preparation for the proposed EHW-2 project. The Test Pile Program involves the driving and removal of 29 piles immediately south of the wharf. Test Pile impacts will be similar to those of the proposed action and with BMPs in place, cumulative impacts will not significantly affect long term water quality in the proposed project area. BMPs for Test Pile are similar to those for this proposed action. Bubble curtains would be used for noise mitigation during impact driving, but these curtains would also confine turbidity plumes and increase DO concentrations. Nevertheless, the proposed action and Test Pile Program would contribute incrementally to cumulative water quality impacts in Hood Canal overall. For mobile species such as fish, marine mammals, and marine birds, the water quality impacts of the proposed action could be additive with impacts from other actions in Hood Canal (see Sections 5.6.8, 5.6.9, and 5.6.10, respectively). Tribal use occurs south of the EHW-1 Pile Replacement Project and the Test Pile Program. Cumulative impacts are not anticipated to impact water quality in the area where tribal access and shell fishing occurs.

If the construction periods for the proposed EHW-2 and the TPS/Port Ops Facilities project (Project #23) overlap in time (see Section 5.4, Past, Present, and Reasonably Foreseeable Future Navy Actions), there is little potential for the water quality impacts of the two projects to overlap in space, because these impacts would be localized. However, both projects would contribute incrementally to cumulative water quality impacts in Hood Canal, and mobile species occurring at NBK at Bangor could be affected by both projects within a short time period. The proposed action, in combination with Navy and non-Navy past, present, and reasonably foreseeable future events would not have a significant cumulative impact on water resources due to the temporary and localized extent of the proposed project.

5.6.4 Air Quality

5.6.4.1 Past and Present Actions

Existing air quality has been or is being impacted by past and present actions to varying degrees, depending on the nature of the project. For example, residences and facilities such as parks have had little impact to air quality, while vehicles and industrial operations may produce a significant amount of emissions including volatile organic compounds, nitrogen oxides, particulates, or other emissions. Water and land-based construction activities along Hood Canal such as the construction of piers, docks, marinas, homes and businesses may also result in air emissions.

The trend for air quality is fairly stable, since point sources have been targeted by regulations which limit their emissions. Also, outside of the county's urban boundaries, air emission sources such as woodstoves are spread over a fairly large area due to large lot development, and any impacts are localized. Air quality in Hood Canal region is rated as "good" (PSCAA, 2008) and is in compliance with all air quality standards.

5.6.4.2 Future Actions

Future Navy and non-Navy actions have the potential to affect air quality in the vicinity of Hood Canal. The future EHW-2 project (Project #32), the TPS/Port Ops Facilities (Project #23), Test Pile Program (Project #29) and the non-Navy projects listed above are a few examples. The construction activities associated with these projects all contribute to increased air emissions.

Future Navy and non-Navy actions that produce sizeable air emissions would be required to obtain a permit under the Clean Air Act and to comply with permit conditions to limit emissions of air pollutants generated. Furthermore, Kitsap County is in attainment for all seven criteria pollutants. Thus, it is not anticipated that future actions would result in violations of air quality standards.

5.6.4.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, 5 sled mounted passive cathodic protection systems, and related appurtenances would occur. All work is temporary and the equipment will be demobilized and removed after the pile replacement is completed. The proposed action would occur over a two year period beginning in 2011 from July 16 through February 15 and pile driving installation and removal would occur between July 16 and October 31. However, the proposed action would be short term and temporary in nature. No long term air quality impacts are anticipated to result. Air emissions resulting from the proposed action would be below the thresholds required to obtain a Clean Air Act permit. The proposed action would not have a significant impact on air quality.

5.6.4.4 Cumulative Impacts

The proposed action is temporary in nature. In addition, anticipated emissions would be below the thresholds required to obtain a permit. Greenhouse gas emissions would be expected to be minor and temporary and below permitting thresholds. This action in combination with other past, present and reasonably foreseeable actions would not have a significant effect on air quality in Hood Canal and the surrounding communities. Therefore, operation of the proposed action would not contribute to cumulative air quality impacts when added to other past, present, and future actions.

5.6.5 Airborne Noise

5.6.5.1 Past and Present Actions

Most past and present actions have generated or are generating some type of noise, whether it is from a facility itself, and vehicles traveling to and from a site, or from humans. Noise is typically a nuisance factor for sensitive receptors such as wildlife, residences, hospitals, or parks where quiet conditions are important. This is particularly true during evening hours. Close proximity to high sound levels can result in physiological problems or hearing damage.

Over time the trend has been for noise levels to increase as development has occurred, particularly during daytime hours when activity levels are highest. Noise levels tend to be fairly low outside the urban areas of Kitsap County due to development on large lots (greater than 5 acres in size) and a general lack of industrial activity. However, there are some industrial areas, such as the Bangor waterfront at NBK, that generate higher noise levels.

5.6.5.2 Future Actions

Future Navy and non-Navy actions would also generate noise. For example, the proposed EHW-2 (Project #32) will produce noise associated with pile driving and the construction of the wharf. The type of noise and noise level produced would be dependent on the specific project. The impact of these noise sources would depend on their location relative to sensitive receptors, but it is likely that some of these future actions would produce nuisance noise. There are requirements to limit the level of noise produced by residential, commercial, or industrial land uses. Thus, some future development would have requirements to provide soundproofing measures.

5.6.5.3 Proposed Action

The proposed action would generate noise from equipment, superstructure construction, industrial activities, vessel movement, and humans, although the highest noise levels would result from pile driving and removal. The proposed action would result in the operation of barges and pile driving and removal equipment along the Bangor waterfront at NBK between July 16 and February 15. Pile driving and extraction would generate the most noise and only occur from July 16 to September 30 for impact pile driving and July 16 to October 31 for chipping and vibratory hammer pile extraction. All construction activities would occur between two hours after sunrise and two hours before sunset. The proposed action would result in a temporary increase in noise in the vicinity of the project area. The closest residence is a small rural population approximately 1.5 miles to the north of NBK at Bangor. The impact hammer on a 30-inch pile would be estimated to produce a maximum peak level of 105 dBA re 20µPa at a distance of 50 ft from the pile (WSDOT, 2010a). The vibratory hammer extracting a 24-inch pile would be estimated to produce noise levels of 95 dBA re 20µPa at 50 ft (WSDOT, 2010a). The chipping hammer on a 24-inch pile would be estimated to produce noise levels of 90 dBA re 20µPa at 50 ft (Puget Sound Regional Council, 2010). Washington noise regulations (WAC 173-60-040) limit the noise levels from a Class C noise source that affect a Class A receiving property to 60 dBA (daytime). The impact hammer, chipping hammer, and vibratory hammer would be used intermittently and would produce sound levels at or below 60 dBA around the nearest residence 1.5 miles from NBK at Bangor and the west coast of the canal which is 4 miles away. Any impacts from the proposed action would be temporary and would not have a significant impact on ambient noise along the Bangor waterfront at NBK.

5.6.5.4 Cumulative Impacts

The cumulative impacts of construction noise to fish, marine mammals, marine birds, and surrounding communities are discussed in Sections 5.6.10, 5.5.11, and 5.6.12. To prevent and/or minimize impacts to species and their habitats, the impact hammer can be used between July 16 and September 30 and the vibratory and chipping hammers between July 16 and October 31. Pile driving and extraction would only be conducted from two hours after sunrise to two hours before sunset to reduce noise impacts on nearby residences and wildlife. Other construction activities would occur out of the water and end February 15. The proposed action would be concurrent with a proposed Test Pile Program (Project #29) in 2011 and would be concurrent with the EHW-2 in 2012 (Project #32). The aspect of these actions which have the potential to result in cumulative impacts on airborne noise would be the concurrent use of impact hammers. However, though these projects are scheduled during the same timeframe, the Navy has committed to limiting the use of an impact hammer to one project at any one time to eliminate this possibility. Vibratory pile driving would have the potential to overlap as a result of concurrent vibratory pile driving that may occur between EHW-1 and the Test Pile Program during the first year of EHW-1 repairs and between EHW-1 and EHW-2 during the second year of EHW-1 repairs. When two closely located pile driving projects occur at the same time, noise levels could increase by as much as 3 dB at sites roughly equidistant between the multiple pile driving rigs. The sound pressure levels used in the analysis in Section 3.5.2.2 were from the impact hammer which produces higher sound pressure levels. As a result, even with a 3 dB increase in airborne noise from the concurrent use of vibratory pile drivers the noise levels generated between these actions would always be in compliance with Washington noise regulations. Additionally, any effect to the ambient airborne noise would be temporary in nature from these construction activities. This action in combination with other past, present, and reasonably foreseeable actions would not contribute to a substantial increase in ambient noise for Hood Canal and the surrounding communities. Therefore, the proposed action would not contribute to cumulative noise impacts when added to other past, present, and future actions.

5.6.6 Marine Vegetation

5.6.6.1 Past and Present Actions

Marine vegetation in Hood Canal has been or could potentially be disturbed by past and present placement of in-water structures such as pilings and anchors, dredging, underwater fills, and construction of overwater structures. These impacts include temporary and/or permanent loss of marine vegetation, reduced productivity, and changes in the type or abundance. Important marine habitat, such as eelgrass, has decreased over time in Hood Canal as indicated by recent trend data: eelgrass coverage in Hood Canal declined between 8 and 15 percent in every year between 2001/2002 and 2004/2005 (PSAT, 2007a).

There is a total of approximately 37.7 acres of eelgrass that runs in a strip along the intertidal/nearshore zone of the NBK at Bangor. Based on the known extent of current eelgrass beds, an estimated 5.2 acres of eelgrass may have been lost over time due to placement of in-water structures, such as pilings and anchors. Approximately 24.7 acres of overwater shading have been created by past actions at NBK at Bangor (Table 5.1). The overwater shading reduces the productivity of marine vegetation such as eelgrass and macroalgae.

TABLE 5.1 CUMULATIVE LOSS OF MARINE VEGETATION AT NBK AT BANGOR (ACRES)

PARAMETER	TOTAL ADDITION OF OVERWATER SHADING (acres)	RESULTING EELGRASS LOSS[1] (acres)	RESULTING MACROALGAE LOSS[1] (acres)
Past Navy Waterfront Construction	24.7	5.2	Not determined
Service Pier Extension	0.83	To be determined	To be determined
EHW-2	6.3-8.5	0.09-0.16	0.13-0.2
Land/Water Interface	<0.1	<0.1	<0.1
Non-Navy Future Hood Canal Projects	2	Not determined	Not determined
Total	**33.9-36.1**	**5.4 plus undetermined amount**	**0.14-0.3 plus undetermined amount**

1 For the purposes of cumulative impact assessment, eelgrass loss and macroalgae loss is the known areas of macroalgae under the proposed structures.

5.6.6.2 Future Actions

Other future non-Navy actions would potentially reduce the amount of eelgrass and macroalgae from placement of pilings and anchors, and from overshading. It is estimated that approximately 33 acres of overwater structure would be created by the actions described in Section 5.5, Other Past, Present, and Reasonably Foreseeable Future Actions (Non-Navy) and Hood Canal Agency Plans, which would result in a loss of approximately 0.4 acre of eelgrass.

5.6.6.3 Proposed Action

The EHW-1 Pile Replacement Project would result in no loss of eelgrass or macroalgae from the in-water activities. BMPs, such as containment booms, hanging tarps, and bubble curtains would help prevent suspended sediments from affecting marine vegetation outside of the project area. Because macroalgae and eelgrass are distributed outside of the project area, the overall health and abundance of marine vegetation would not be compromised. Therefore, the proposed action would have no significant direct or indirect impacts on marine vegetation.

5.6.6.4 Cumulative Impacts

The total combined impact of past Navy actions, future Navy and non-Navy actions, is approximately 33.7 acres of shading as well as an unquantified loss of eelgrass and macroalgae, which has been and would continue to be part of the observed decline in eelgrass in Hood Canal (PSAT, 2007a). Hood Canal currently supports approximately 550 acres of eelgrass; northern Hood Canal (north of the tip of Toandos Peninsula) supports approximately 220 acres (Simenstad et al., 2008). Cumulative impacts to eelgrass beds would affect the functions of these habitats, including primary productivity, habitat for invertebrates and epiphytic algae, and feeding and refuge for juvenile fish; however, the EHW-1 Pile Replacement Project is not expected to contribute to these impacts.

5.6.7 Benthic Invertebrates

5.6.7.1 Past and Present Actions

Past and present Navy and non-Navy actions, including marinas, residential docks, boat ramps, and piers involving placement of pilings and anchors have resulted in the direct loss of the natural benthic soft-bottom habitat. This habitat is replaced by the hard surfaces of pilings and anchors, and as a result, the types of benthic organisms have changed and are changing in these localized areas. Hard surfaces create sites for colonization by species adapted to these surfaces such as mussels and sea anemones. Thus, the impact of in-water structures has been to replace native soft-bottom habitat with hard-surface habitat over time. This has adversely impacted some species (including prey species for juvenile salmonids), while benefiting others. It is estimated that approximately 2.4 acres of benthic soft-bottom habitat has been lost and converted to hard-surface habitat due to placement of in-water structures along the Bangor waterfront at NBK (Table 5.3).

5.6.7.2 Future Actions

Future in-water structures would similarly result in a direct loss of benthic habitat and organisms. The overwater portion of the proposed EHW-2 (Project #32) has the potential to increase shading and nighttime lighting impacts on benthic organisms. Shading can impact the abundance of some benthic organisms and lighting can increase predation rates. Shading and loss/alteration of soft-bottom habitat has impacted the type and abundance of benthic organisms that occur in the vicinity of these structures. In addition, in-water structures have resulted in accretion of sediments in some areas and possibly erosion in others. The most relevant of these areas is an area of accretion about 2 acres in size within EHW-1. Any areas of erosion would result in adverse impacts to sediment-dwelling species. These changes would adversely affect foraging by juvenile salmon, which prefer species typical of fine-grained sediments and eelgrass beds, as well as food for marine mammals, fish, birds and humans.

Future in-water structures would similarly result in a direct loss of soft-bottom habitat and it is estimated that approximately 0.07 acre of soft-bottom habitat would be replaced with hard surfaces, based on the number of piles in the proposed Navy structures. Other future non-Navy actions identified in Section 5.5 are estimated to result in a loss of approximately 0.05 acre of soft-bottom habitat, based on review of available information for those projects.

5.6.7.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, 5 sled mounted passive cathodic protection systems, and related appurtenances would occur. The EHW-1 Pile Replacement Project will reduce the area of bottom impact from approximately 341 square ft (0.008 acres) to 138 square ft (0.003 acres). Therefore, the proposed action would result in a slight increase in benthic habitat within the footprint of EHW-1.

5.6.7.4 Cumulative Impacts

The recent trend for the benthic community in Hood Canal is a reduction in abundance and diversity (PSAT, 2007a). This trend is strongest in southern Hood Canal and in deeper waters but includes decreases in the native Olympia oyster, which occurs intertidally. Stress-sensitive species are more abundant in northern Hood Canal, which includes NBK at Bangor, than in southern Hood Canal. Low levels of DO are considered a likely cause of this trend, but other contributing factors are being investigated (PSAT, 2007a).

The conversion of soft-bottom habitat to hard surfaces from past, present, and other foreseeable future actions would include approximately 2.5 acres from Navy actions (Table 5.3) and an unquantified area from past non-Navy actions. In addition, the Test Pile Program (Project #29) would occur in the same timeframe in 2011 (July 16 to October 31). Approximately 2 acres is expected to experience accretion of sediments, and areas down-drift (north) of the proposed EHW-2 (Project #32) may experience erosion and loss of sediment-dwelling benthic community. The trend for Hood Canal as a whole is for decreasing abundance and diversity of the benthic community, although this trend is stronger in southern Hood Canal than in the NBK at Bangor area. The proposed action is temporary and will not contribute to any permanent cumulative losses to benthic communities.

5.6.8 Fish

5.6.8.1 Past and Present Actions

Salmonids

Past actions have adversely impacted populations of salmonids (salmon, steelhead, and trout, including federally threatened and endangered species) in Hood Canal and tributaries through loss of foraging and refuge habitat in shallow areas, reduced function of migratory corridors, loss and degradation of spawning habitat in streams, interfering with migration, adverse impacts to forage fish habitat and spawning, contamination of water and sediments, and depletion of DO. Another factor that has resulted in adverse impacts to salmonid abundance is the overharvest by fisheries. The impact has been greatest on native stocks. Practically all chum salmon, most Chinook, and all sockeye salmon spawning in Hood Canal stream systems are derived from naturalized hatchery stock. Populations of pink salmon, coho salmon, bull trout, and steelhead are also in decline. The net result is that several Hood Canal salmonid species have been listed as threatened under the ESA. Existing Navy structures have affected salmonid and forage fish habitat, and have probably impeded and continue to impede juvenile salmon migration to some degree. Current and future waterfront projects at NBK at Bangor would be designed and implemented to minimize impacts to salmonid habitat and migration, and to forage fish.

The State of the Sound Report (PSAT, 2007b) describes several trends that may be indicative of cumulative impacts to the growth and development of salmonids. There is an increasing trend for toxins to be concentrated in the tissues of Puget Sound Chinook and coho salmon. These salmon have been found to have 2 to 6 times the PCBs and 5 to 17 times the PBDEs (polybrominated diphenyl ethers) in their bodies compared to other West Coast salmon populations. Wild salmon stocks have declined from 93 to 81 healthy stocks from 1992 to 2002, and during that same period seven stocks have become extinct.

Other Marine Species

Prior to the 1980s, in-water construction of docks, piers, and boat ramps in Hood Canal impacted fish species presence and abundance, particularly when it was not yet recognized that in-water construction work should not occur during spawning of forage fish species such as sand lance, Pacific herring, and surf smelt. For example, underwater noise from pile driving is intense and can cause fish mortality, as well as changes in fish behavior. Prior to the 1980s, in-water construction of docks, piers, and boat ramps in Hood Canal impacted fish species and abundance. Even so, underwater construction noise continues to adversely impact the abundance and occurrence of some fish close to the construction activities.

The placement of in-water structures by the Navy and from non-Navy actions has changed and would continue to change fish habitat in and around these structures. In-water structures can impact fish in several ways, including: (1) increasing the presence of predators that prey on juvenile fish; (2) posing a barrier to fish movement, particularly juvenile fish; (3) causing direct loss of marine vegetation such as eelgrass, which is important habitat for forage fish and other species; and (4) creating shade that reduces the productivity of aquatic vegetation and benthic organisms, which are preyed on by fish.

Water quality has been and is being impacted by past and present actions and could be impacted by potential future development. In particular, DO levels in Hood Canal are chronically impacted by nutrient levels from development activities that have increased over time. Nutrients can cause algal blooms that deplete DO and result in fish kills (see Section 5.6.3, Water Resources). Many of the other types of past and ongoing impacts described above for salmonids also apply to other marine species.

Trend data have shown a decrease in some fish species such as rockfish, spiny dogfish, Pacific cod, and hake, as well as increased toxins in the tissues of some species such as Chinook salmon (PSAT, 2007a).

5.6.8.2 Future Actions

Salmonids

Future Navy and non-Navy actions have the potential to have some of the same impacts as described above for past actions, notably habitat loss or alteration, and the decreased function of migratory corridors. However, federal or federally funded actions that have occurred since legislation, such as the ESA, MMPA, and NEPA, was enacted have been considering and are required to consider environmental impacts to federally threatened and endangered species, prepare analysis (including a biological assessment), and consult with federal oversight agencies to minimize project impacts. Future actions are also required to go through this same process. Future actions at NBK at Bangor will be designed and implemented to minimize impacts to salmonids.

Currently, efforts are being made to reverse the decline of fish populations by regulating development and restoring fish habitat. Numerous salmon preservation and restoration groups have proposed and constructed habitat restoration projects in Hood Canal. Most of these projects are on the east and south sides of the canal, where most of the salmonid-bearing river systems are found. Efforts to reduce construction impacts to salmonids and other fish have resulted in a schedule of in-water work periods that all projects must adhere to if authorized by state (WDFW) or federal (USACE) regulatory authorities. The work windows help minimize adverse impacts to migrating and spawning fish.

Other Marine Species

Future Navy and non-Navy actions have the potential to have some similar impacts as those described above for past actions. The protective measures taken to minimize impacts during construction activities, and the design elements that reduce long-term impacts to nearby habitats, as well as strengthened environmental review of recent and future actions, is expected to reduce impacts to fish populations. Future actions, including Navy actions, would be designed and implemented to minimize impacts to fish and their habitat. In addition, many of the habitat restoration projects discussed above for salmonids would also benefit non-salmonid fish species.

5.6.8.3 Proposed Action

Salmonids

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur.

Individual fish may be exposed to impacts from construction, demolition, and pile removal/replacement including sound pressure levels during pile driving operations which may result in injury or behavioral disturbance depending on the distance of the fish to sound source. Fish that occur in the immediate project area would be exposed to underwater noise that could injure or disturb fish or their larvae during pile driving activity. Because vibratory pile driving is the primary installation method, the most likely impact to fish from pile driving activities at the project area would be temporary behavioral disturbance. Any fish which are behaviorally disturbed may change their normal behavior patterns (i.e., swimming speed or direction, foraging habits, etc.) or be temporarily displaced from the area of construction. Any exposures would likely have only a minor effect and temporary impact on individuals and would not result in population level impacts. Indirect effects of pile driving operations, such as changed in water quality (i.e. dissolved oxygen, turbidity) are expected to be localized and short-term. Fish are expected to avoid areas with elevated suspended sediments or experience minor behavioral effects due to changes in turbidity. Any impacts to fish from water quality are expected to be minor and temporary.

Effects to fish from other construction activities, such as installation of the superstructure, pile caps, cathodic protection system and appurtenances are expected to be minor. All of these construction activities occur several tens of meters over the water’s surface at the tops of the pile or attached to the wharf’s superstructure. Each of these activities could involve the generation of low levels of sound from the operation of associated installation machinery (e.g. concrete cutting saw, welder, etc.). While no empirical data exists for these construction activities they are expected to be significantly lower than those produced from pile installation and removal using an impact/vibratory pile driver or pneumatic chipping hammer. It’s possible for sound produced from these activities to be transmitted along the pile’s length into the water. However, since these activities will be occurring at the tops of the piles, tens of meters from the water’s surface, any sounds transmitted would be greatly reduced. Therefore, underwater acoustic impacts from these construction operations are expected to be minimal and unlikely to result in effects to fish species. Additionally, any debris from these activities will be collected using debris curtains/sheeting and removed from the project area.

Overall, the proposed action may impact salmonids through pile driving noise and temporary, localized water quality changes (turbidity) in nearshore habitats. However, through mitigation efforts, these impacts would be minimized and mitigated as described in Section 4.3, Mitigation Measures and Regulatory Compliance.

Other Marine Species

Nearshore habitat impacts on other marine fish would be similar to those described above for salmonids. The impacts of turbidity and underwater noise generated during pile driving would also be expected to be similar.

5.6.8.4 Cumulative Impacts

Salmonids

As described in Section 3.8, Fish, implementation of the proposed pile driving activities (including pneumatic chipping) at the EHW-1 Pile Replacement Project area would have insignificant effects on fish. The Navy received concurrence from NMFS that the proposed action may affect, but would not likely to adversely affect the Puget Sound Chinook salmon, Puget Sound steelhead, or the Hood Canal summer-run chum salmon. The proposed action is likely to result in behavioral disturbance to these species of salmon from underwater sounds associated with pile driving; however, these effects would likely be localized, temporary disturbances to fish within the project area. Some incidence of injury could also occur depending on the distance of individual fish from the pile during installation.

Past, present, and future development projects have had, have, and would have the potential to result in many of the impacts to salmonids described above, and add to declining population trends. Although there are ongoing and future actions and plans intended to improve conditions for salmonids in Hood Canal (described above), the impacts of the proposed action would result in short-term increases in underwater noise and turbidity therefore potentially contributing to past and ongoing cumulative impacts to these species. However, because impacts are short-term and localized if actual construction schedules for projects involving pile driving do not overlap, resulting cumulative impacts would be reduced accordingly.

Cumulative impacts to salmon have the greatest potential to occur during simultaneous pile driving exposure events from the EHW-1 Pile Replacement Project and other projects in the vicinity. For instance, during the time frame of the proposed action, a Test Pile Program (Project #29) will be occurring in July – Oct 2011 and the construction of the Explosive Handling Wharf (EHW)-2 facility (Project #32) will occur beginning July 2012. The Test Pile Program involves the driving and removal of 29 piles immediately south of the wharf. Test Pile impacts will be similar to those of the proposed action. The EHW-2 project involves the construction of a pile supported wharf (~1275 piles) to support TRIDENT submarine homeporting, maintenance, and operations at NBK at Bangor. The Navy has considered the cumulative effect that may result from these actions.

Of greatest concern to fish safety would be the potential for their acoustic injury zones to overlap spatially and temporally. While spatially, the zones are not large enough to overlap, the Navy has also committed that these projects will not simultaneously impact drive to limit the temporal overlap and ensure that the combined energy of two impact rigs operating at once, would not increase the potential injurious zones. With regard to impact pile driving, the proposed action is limited to impact pile driving only 5 piles per year, one per day, with a maximum of 15 minutes of pile driving per day. With regard to the Test Pile Program (Project #29), only 18 test piles are anticipated to require impact proofing, however, should any of the piles being installed as part of the proposed action fail to meet its necessary embedment depth due to vibratory pile driving, there is a contingency that the Navy may need to impact drive the piles the rest of the depth. Any impact pile driving during the Test Pile Program would be limited to 100 strikes or 15 minutes per day. The EHW-2 project (Project #32) has estimated that over three construction windows between 200-400 days of impact pile driving may be necessary with a worst case scenario of up to 6,400 pile strikes a day. However, no more than one pile would be driven with an impact hammer at any one time between these projects, not simultaneously. In addition, in July – October 2011 when the Test Pile Program and EHW-1 Pile Replacement Project may overlap, within a given day the total number of impact hammer strikes that may be used by any combination of these projects is 100 strikes. Behavioral disturbance zones from vibratory pile driving have the potential to overlap as a result of concurrent vibratory pile driving that may occur between EHW-1 and the Test Pile Program during the first year of EHW-1 repairs and between EHW-1 and EHW-2 during the second year of EHW-1 repairs. When two closely located pile driving projects occur at the same time, noise levels could increase by as much as 3 dB at sites roughly equidistant between the multiple pile driving rigs. The current use of vibratory hammers may result in a slight increase in the zone of behavioral harassment, but these impacts would be temporary.

With BMPs and mitigation in place (i.e. sound attenuation devices, visual surveillance, the use of shutdown zones), cumulative impacts would not significantly affect fish populations in the proposed project area. Nevertheless, the proposed action and other future actions would contribute incrementally to cumulative fish impacts in the Hood Canal overall. Continued adherence to the requirements of the ESA by NBK at Bangor would limit disturbance to fish and ensure that important habitats do not become degraded. Furthermore, existing regulatory mechanisms and mitigation measures would protect fish (see Sections 3.8 and Chapter 4) and further decrease the likelihood of potential cumulative impacts to these species.

Other Marine Species

As described in Section 3.8, Fish, implementation of the proposed pile driving activities (including pneumatic chipping) at the EHW-1 Pile Replacement Project area would have insignificant effects on fish. The proposed action would have no effect on the green sturgeon and Pacific eulachon. Forage fish species occurring along Hood Canal in the vicinity of the proposed action may be affected by are not likely to be adversely affected. The Navy received concurrence from USFWS that the proposed action may affect but would not likely adversely affect the bull trout. Additionally, the Navy received concurrence from NMFS that the proposed action may affect but would not likely adversely affect the Puget Sound/Georgia Basing DPSs of yelloweye rockfish, canary rockfish, or bocaccio. Nearshore cumulative impacts on other marine fish would be similar to those described above for salmonids.

5.6.9 Marine Mammals

5.6.9.1 Past and Present Actions

Construction and operation of past and present waterfront projects, such as Delta Pier (Project #15) and KB Docks (Project #24), as well as non-Navy actions such as Hood Canal Bridge replacement, have resulted in increased human presence, underwater and airborne noise, boat movement, and other activities, which has likely impacted some water-dependent wildlife such as marine mammals in the area. Increased anthropogenic noise in the marine environment has the potential to cause behavioral reactions in marine mammals including avoidance of certain areas. However, the abundance and coexistence of these species with existing anthropogenic activities suggests that cumulative effects have not been significant. Population trend data for Hood Canal indicate that most of the marine mammal species expected to be in the project area are either stable or increasing in recent years based on NMFS stock assessment reports despite past and present actions (Carretta et al., 2008; Allen and Angliss, 2010). For instance, the U.S.

stock of California sea lions is nearly at its carrying capacity, harbor seals within the inland waters of WA are at their optimum sustainable population level, and the Eastern stock of Steller sea lions was recently proposed as a candidate for removal from the ESA based on an increase in population size of ~3.0% per year since 1970 (NMFS, 2008a). Continued regulation of marine mammal exposures to anthropogenic disturbance by NMFS under the MMPA, coupled with stock assessments, documentation of mortality causes, and research into acoustic effects, ensure that cumulative effects would be minimized. The regulatory process also ensures that each project proposing take of marine mammals is assessed in light of the status of the species and other actions affecting it in the same region.

5.6.9.2 Future Actions

Future Navy and non-Navy waterfront projects may have similar impacts to past and present actions including increased anthropogenic sound (both airborne and underwater), increased human presence, increased boat movements and other associated activities. These actions could result in behavioral impacts to local populations of marine mammals, such as temporary avoidance of habitat, decreased time spent foraging, increased or decreased time spent hauled out (depending on the activity), and other minor behavioral impacts. Most impacts would likely be short-term and temporary in nature and unlikely to affect the overall fitness of the animals. However, some projects such as the construction of a second EHW facility at NBK at Bangor (Project #32) may result in more moderate impacts due to longer construction timelines (3-5 years). Impacts to marine mammals are still expected to primarily result from behavioral disturbance from underwater sound pressure levels; however indirect impacts to marine mammals may occur as a result of impacts to their prey base (fish) during construction and the ultimate operation of the wharf. Potential impacts to their prey base could include habitat disturbance during construction and overwater shading from the completed structure during its operational life. Impacts during construction are expected to be temporary. Overwater shading would be a long-term impact, but the effect to marine mammal populations would be minimal. Overwater shading may result in a reduction in the amount or quality of submerged aquatic vegetation (SAV) which may in turn affect forage fish due to a reduction in quality habitat. However, the reduction in forage fish habitat as a result of the proposed EHW-2 (Project #32) would be minimal in comparison to the total habitat available in Hood Canal. Therefore, any reduction in forage fish populations would not be expected to have an adverse impact to marine mammals or their overall fitness. Additionally, proposed projects along the NBK at Bangor waterfront, such as the Test Pile Program (Project #29), would occur in an area that already has industrial uses with higher than normal activity and noise levels. Thus, marine mammals in the area may be habituated to these higher levels of ongoing activity and less impacted by ongoing waterfront development.

5.6.9.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur.

The primary impact of the pile driving activities (including pneumatic chipping) to marine mammals is behavioral disturbance from underwater sound generated by the impact/vibratory hammer or pneumatic chipping hammer. A total of 2,488 behavioral exposures are predicted from vibratory installation and extraction of steel piles and the use of a chipping hammer on concrete piles. No instances of behavioral harassment from airborne sound pressure levels are anticipated. Any marine mammals which are behaviorally disturbed may change their normal behavior patterns (i.e. swimming speed, foraging habits, etc.) or be temporarily displaced from the area of construction. Any exposures would likely have only a minor effect and temporary impact on individuals and would not result in population level impacts. Indirect effects of pile driving operations, such as changes in water quality (i.e. dissolved oxygen, turbidity) are expected to be localized and short-term and will not result in impacts to marine mammals. Impacts to marine mammal prey species are expected to be minor and temporary due to the short timeframe of the project, and because vibratory pile driving and pneumatic chipping are the primary installation and removal methods which produce lower sound pressure levels and are therefore less harmful to fish.

Effects to marine mammals from other construction activities, such as installation of the superstructure, pile caps, cathodic protection system, and appurtenances are expected to be minor. All of these construction activities will occur several tens of meters over the water's surface at the tops of the pile or attached to the wharf's superstructure. Each of these activities could involve the generation of low levels of sound from the operation of associated installation machinery (i.e. concrete cutting saw, welder, etc.). While no empirical data exists for these construction activities they are expected to be significantly lower than those produced for pile installation and removal using an impact/vibratory pile driver or pneumatic chipping hammer. As a result, airborne disturbance is not anticipated to occur for any pinnipeds. It's possible for sound produced from these activities to be transmitted along the pile's length into the water. However, since these activities will be occurring at the tops of the piles, tens of meters from the water's surface, any sounds transmitted would be greatly reduced. Therefore, underwater acoustic impacts from these construction operations are expected to be minimal and unlikely to result in harassment of any marine mammals.

5.6.9.4 Cumulative Impacts

As described in Section 3.9, Marine Mammals, implementation of pile driving activities (including pneumatic chipping) at the EHW-1 Pile Replacement Project area would have insignificant effects on marine mammals, and would not likely adversely affect the ESA-listed Steller sea lion or Southern Resident killer whale. The proposed action may result in behavioral disturbance to marine mammals from underwater sounds associated with pile driving; however, these effects will be limited to localized, temporary disturbances to marine mammals within the project area.

Past, present, and future development projects have had, are having, and would have the potential to result in many of the impacts to mammals described above, and could also have additional impacts to the species, their habitat, and prey. For instance, fishing operations in the area could reduce local abundance of forage fish or result in by-catch of marine mammals.

Because marine mammals are highly mobile, the noise impacts of the proposed action could be cumulative with underwater and airborne noise impacts to marine mammals from other actions and activities in Hood Canal region. However, because the expected impacts of the proposed action on marine mammals in general would be temporary, cumulative impacts to marine mammals associated with pile driving noise are considered unlikely.

Cumulative impacts to marine mammals have the greatest potential to occur during simultaneous pile driving exposure events from the EHW-1 Pile Replacement Project and other projects in the vicinity. For instance, during the time frame of the proposed action, a Test Pile Program (Project #29) will be occurring in July – Oct 2011 and the construction of the Explosive Handling Wharf (EHW)-2 facility (Project #32) would occur beginning July 2012. The Test Pile Program involves the driving and removal of 29 piles immediately south of the wharf. Test Pile impacts would be similar to those of the proposed action. The EHW-2 project involves the construction of a pile supported wharf (~1275 piles) to support TRIDENT submarine homeporting, maintenance, and operations at NBK at Bangor. The Navy has considered the cumulative effect that may result from these actions.

Of greatest concern to marine mammal safety would be the potential for their acoustic injury zones to overlap spatially and temporally. While spatially, the zones are not large enough to overlap, the Navy has also committed that these projects would not simultaneously impact drive to limit the temporal overlap and ensure that the combined energy of two impact rigs operating at once, would not increase the potential injurious zones. With regard to impact pile driving, the proposed action is limited to impact pile driving only 5 piles per year, one per day, with a maximum of 15 minutes of pile driving per day. With regard to the Test Pile Program (Project #29), only 18 test piles are anticipated to require impact proofing, however, should any of the piles being installed as part of the proposed action fail to meet its necessary embedment depth due to vibratory pile driving, there is a contingency that the Navy may need to impact drive the piles the rest of the depth. Any impact pile driving during the Test Pile Program (Project #29) would be limited to 100 strikes or 15 minutes per day. The EHW-2 project (Project #32) has estimated that over three construction windows (beginning in July 2012) between 200-400 days of impact pile driving may be necessary with a worst case scenario of up to 6,400 pile strikes a day. However, no more than one pile will be driven with an impact hammer at any one time between these projects, not simultaneously. In addition, in July – October 2011 when the Test Pile Program and EHW-1 Pile Replacement Project may overlap, within a given day the total number of impact hammer strikes that may be used by any combination of these projects is 100 strikes. Behavioral disturbance zones from vibratory pile driving have the potential to overlap as a result of concurrent vibratory pile driving that may occur between EHW-1 and the Test Pile Program during the first year of EHW-1 repairs and between EHW-1 and EHW-2 during the second year of EHW-1 repairs. When two closely located pile driving projects occur at the same time, noise levels could increase by as much as 3 dB at sites roughly equidistant between the multiple pile driving rigs. However, due to the fact that the morphology of the Hood Canal constrains the geographical extent of the marine mammal behavioral zone, the area affected by vibratory pile driving would not increase cumulatively. Any behavioral impacts would be temporary in nature.

With BMPs and mitigation in place (i.e. sound attenuation devices, visual surveillance, the use of shutdown zones), cumulative impacts will not significantly affect marine mammal populations in the proposed project area. Nevertheless, the proposed action and other future actions would contribute incrementally to cumulative marine mammal disturbance impacts in Hood Canal overall. Continued adherence to the requirements of the ESA and MMPA by NBK at Bangor would limit disturbance to marine mammals and ensure that important habitats do not become degraded. Furthermore, existing regulatory mechanisms and mitigation measures would protect marine mammals (see Sections 3.9 and Chapter 4) and further decrease the likelihood of potential cumulative impacts to these species.

5.6.10 Birds

5.6.10.1 Past and Present Actions

Construction and operation of past and present waterfront projects, such as Delta Pier (Project #15) and KB Docks (Project #24), as well as non-Navy actions, has resulted in increased human presence, underwater and airborne noise, boat movement, and other activities, which has likely deterred some water-dependent wildlife such as marine birds from these areas. Marine birds typically avoid areas with continuous activity or that produce periodic impacts such as loud noises. Often, birds will return to these areas when human presence is lower or there is less activity. There may also be some benefits as some birds may use these in-water structures for roosting or nesting.

Trend data for Hood Canal indicate that marine bird species have been on the decline. Of the 30 most common marine birds, 19 have experienced declining populations of 20 percent or more over the past 20 years. It is unknown what is causing this decline, but possible reasons include increased predation, habitat loss, changing migration patterns, decreases in forage fish populations, hunting, and disturbance to breeding grounds in the Arctic (PSAT, 2007a). The marbled murrelet, listed as threatened under the ESA, declined more than 20 percent in population in the Puget Sound region from the 1970s through the 1990s but has been fairly stable in recent years (PSAT, 2007a). The principal reason for the earlier decline was loss of nesting habitat (old-growth forest).

5.6.10.2 Future Actions

Future Navy and non-Navy waterfront projects may have similar impacts to those of the past and present actions including increased anthropogenic sound (both airborne and underwater), increased human presence, increased boat movements, and other associated activities. These actions could result in behavioral impacts to local populations of marbled murrelets and other birds, such as temporary avoidance of habitat, decreased time spent foraging, increased or decreased time spent resting (depending on the activity), and other minor behavioral impacts. Most impacts would be unlikely to affect the overall fitness of the animals. However, some projects such as the construction of a second EHW facility (Project #32) at NBK at Bangor may result in more moderate impacts due to longer construction timelines (3-5 years). Impacts to marbled murrelets and other birds are still expected to primarily result from behavioral disturbance from underwater sound pressure levels; however indirect impacts to marbled murrelets may occur as a result of impacts to their prey base (fish) during construction and the ultimate operation of the wharf. Potential impacts to their prey base could include habitat disturbance during construction and overwater shading from the completed structure during its operational life. Impacts during construction are expected to be temporary. Overwater shading would be a long-term impact, but the effect to marbled murrelet and other bird populations would be minimal. Overwater shading may result in a reduction in the amount or quality of submerged aquatic vegetation (SAV) which may in turn affect forage fish due to a reduction in quality habitat. However, the reduction in forage fish habitat as a result of the proposed EHW-2 would be minimal in comparison to the total habitat available in Hood Canal. Therefore, any reduction in forage fish populations would not be expected to have an adverse impact to marbled murrelets or other birds or their overall fitness. Additionally, proposed projects along the Bangor waterfront at NBK, such as the EHW-1 Pile Replacement Project, would occur in an area that already has industrial uses with higher than normal activity and noise levels. Thus, marine birds in the area may be somewhat used to these higher levels of activity and less impacted by ongoing waterfront development.

5.6.10.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, five sled mounted passive cathodic protection systems, and related appurtenances would occur.

The primary impact of the pile driving activities (including pneumatic chipping) to birds is behavioral disturbance from underwater sound generated by the impact/vibratory hammer or pneumatic chipping hammer. A total of 35 behavioral exposures are predicted from impact installation steel piles. No instances of behavioral harassment from underwater sound pressure levels associated with vibratory installation/removal or the use of a chipping hammer are anticipated. Additionally, no instances of behavioral harassment from airborne sound pressure levels are anticipated. Any marbled murrelets or other birds which are behaviorally disturbed may change their normal behavior patterns or be temporarily displaced from the area of construction. Any exposures would likely have only a minor effect and temporary impact on individuals and would not result in population level impacts. Indirect effects of pile driving operations, such as changes in water quality (i.e. dissolved oxygen, turbidity) are expected to be localized and short-term and would not result in impacts to marine mammals. Impacts to marbled murrelet and other birds prey species are expected to be minor and temporary due to the short timeframe of the project, and because vibratory pile driving and pneumatic chipping are the primary installation and removal methods which produce lower sound pressure levels and are therefore less harmful to fish.

Effects to marbled murrelets and other birds from other construction activities, such as installation of the superstructure, pile caps, cathodic protection system, and appurtenances are expected to be minor. All of these construction activities will occur several tens of meters over the water's surface at the tops of the pile or attached to the wharf's superstructure. Each of these activities could involve the generation of low levels of sound from the operation of associated installation machinery (i.e. concrete cutting saw, welder, etc.). While no empirical data exists for these construction activities they are expected to be significantly lower than those produced for pile installation and removal using an impact/vibratory pile driver or pneumatic chipping hammer. As a result, airborne disturbance is not anticipated to occur for any birds. It's possible for sound produced from these activities to be transmitted along the pile's length into the water. However, since these activities will be occurring at the tops of the piles, tens of meters from the water's surface, any sounds transmitted would be greatly reduced. Therefore, underwater acoustic impacts from these construction operations are expected to be minimal and unlikely to result in harassment of any marbled murrelets or other birds.

Overall, the proposed action may impact marbled murrelets and other marine birds through pile driving noise and temporary, localized water quality changes (turbidity) in nearshore habitats. However, through mitigation efforts, these impacts would be minimized and mitigated as described in Section 4.4, Mitigation Measures and Regulatory Compliance.

5.6.10.4 Cumulative Impacts

As described in Section 3.10 (Birds), implementation of pile driving and pile removal at the project area would have no significant effect on migratory bird populations, and is not expected to significantly impact the marbled murrelet. The proposed action would likely have underwater and airborne noise impacts to birds, but most effects would be limited to localized, temporary disturbances to birds in the project area.

Past, present, and future development projects have had, are having, and would have the potential to result in many of the impacts to marine birds described above, and add to past or current declining population trends. Because marine birds are highly mobile, the noise impacts of the proposed action could be cumulative with underwater and airborne noise impacts to marine birds from other actions and activities in Hood Canal region. However, because the expected impacts of the proposed action on marine birds in general would be temporary, cumulative impacts to marine birds associated with pile driving noise are considered unlikely.

Cumulative impacts to marbled murrelets have the greatest potential to occur during simultaneous pile driving exposure events from the proposed action and other projects in the vicinity. For instance, during the time frame of the proposed action, a Test Pile Program (Project #29) will be occurring in July – Oct 2011 and the construction of the Explosive Handling Wharf (EHW)-2 facility (Project #32) would occur beginning July 2012. The Test Pile Program involves the driving and removal of 29 piles immediately south of the wharf. Test Pile impacts would be similar to those of the proposed action. The EHW-2 project involves the construction of a pile supported wharf (~1275 piles) to support TRIDENT submarine homeporting, maintenance, and operations at NBK at Bangor. The Navy has considered the cumulative effect that may result from these actions.

Of greatest concern to bird safety (including the marbled murrelet) would be the potential for their acoustic injury zones to overlap spatially and temporally. While spatially, the zones are not large enough to overlap, the Navy has also committed that these projects would not simultaneously impact drive to limit the temporal overlap and ensure that the combined energy of two impact rigs operating at once, would not increase the potential injurious zones. With regard to impact pile driving, the proposed action is limited to impact pile driving only 5 piles per year, one per day, with a maximum of 15 minutes of pile driving per day. With regard to the Test Pile Program, only 18 test piles are anticipated to require impact proofing, however, should any of the piles being installed as part of the proposed action fail to meet its necessary embedment depth due to vibratory pile driving, there is a contingency that the Navy may need to impact drive the piles the rest of the depth. Any impact pile driving during the Test Pile Program would be limited to 100 strikes or 15 minutes per day. The EHW-2 project has estimated that over three construction windows (beginning in July 2012) between 200-400 days of impact pile driving may be necessary with a worst case scenario of up to 6,400 pile strikes a day. However, no more than one pile would be driven with an impact hammer at any one time between these projects, not simultaneously. In addition, in July – October 2011 when the Test Pile Program and EHW-1 Pile Replacement Project may overlap, within a given day the total number of impact hammer strikes that may be used by any combination of these projects is 100 strikes. Behavioral disturbance zones from vibratory pile driving have the potential to overlap as a result of concurrent vibratory pile driving that may occur between EHW-1 and the Test Pile Program during the first year of EHW-1 repairs and between EHW-1 and EHW-2 during the second year of EHW-1 repairs. When two closely located pile driving projects occur at the same time, noise levels could increase by as much as 3 dB at sites roughly equidistant between the multiple pile driving rigs. The current use of vibratory hammers may result in a slight increase in the zone of behavioral harassment, but these impacts would be temporary.

With BMPs and mitigation in place (i.e. sound attenuation devices, visual surveillance, the use of shutdown zones), cumulative impacts would not significantly affect marbled murrelet or other bird populations in the proposed project area. Nevertheless, the proposed action and other future actions would contribute incrementally to cumulative disturbance of marbled murrelets and other birds in Hood Canal overall. Continued adherence to the requirements of EO 13186 and the Bald and Golden Eagle Protection Act (16 USC 668a-d dated June 8 1940 as twice amended) by NBK at Bangor would limit disturbance to the bald eagle and other migratory birds, and ensure that important habitats do not become degraded. Furthermore, existing regulatory mechanisms and mitigation measures would protect bald eagles and the ESA-listed marbled murrelet (see Section 3.10, Birds) and further decrease the likelihood of potential cumulative impacts to these species.

5.6.11 Cultural Resources

5.6.11.1 Past and Present Actions

Cultural resources have the potential to be affected by past and present actions. Activities such as the construction of piers, docks, marinas, and other shoreline and in-water construction are examples. As such, the Navy consults with the SHPO and tribes regarding the impacts to tribal access and fishing rights.

5.6.11.2 Future Actions

Future Navy or non-Navy actions may impact cultural resources and tribal U&A areas and treaty-reserved resources. However, most of these traditional use areas, subsistence resources, and special places, have been identified and are will be avoided whenever possible. Access to these resources is also allowed for Native American tribes with treaty rights. Additionally, the Navy would consult with the SHPO regarding any future projects such as the Test Pile Program (Project #29), the EHW-2 project (Project #32), etc.

5.6.11.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, 5 sled mounted passive cathodic protection systems, and related appurtenances would occur. All work is temporary and the equipment would be demobilized and removed after the pile replacement is completed. The proposed action would occur over a two year period beginning in 2011 from July 16 through February 15 and pile driving installation and removal would occur between July 16 and October 31. However, the proposed action would be short term and temporary in nature. No adverse effects to cultural resources or tribal resources and access/fisheries are anticipated as a result of the proposed action.

5.6.11.4 Cumulative Impacts

Traditional use areas, subsistence resources, and special places (religious and traditional) may have been impacted over time as a result of land development and population that resulted in increased use of natural resources such as fish and shellfish. Impacts to cultural resources include loss of access to traditional areas, conversion of a traditional area or special place to another land use, and reduction in the abundance of resources used for subsistence or ceremonial/religious uses. The proposed action would not impact traditional resources nor would it contribute to cumulative impacts to tribal resources.

Surveys performed at NBK at Bangor have provided detailed accounts of the cultural resources located on the base. EHW-1 is eligible for NRHP due to its cold war era association. The proposed action will alter the wharf by removing the fragmentation barrier and walkway and installing the superstructure. Although the potential to encounter cultural resources during construction exists, the Navy takes care to ensure the proper consultations and procedures are followed. As such, the Navy minimizes impacts to cultural resources occurring on the base.

The proposed action, because of its temporary nature (July to February over two years), in combination with any past, present or future Navy and non-Navy actions, is unlikely to produce any lasting or noticeable cumulative impacts to treaty-reserved resources. All tribal consultations have been completed. Therefore, operation of the proposed action would not contribute to cumulative impacts to cultural or tribal resources and access when combined with other past, present, and future actions.

5.6.12 Environmental Health and Safety

5.6.12.1 Past and Present Actions

Environmental health and safety has the potential to be affected by past and present actions. Activities along Hood Canal such as the construction of piers, docks, marinas, and other in-water and shoreline construction are examples. Such actions produce ambient and underwater noise, can stir up contaminants in the sediments, can affect tribal access, and have the potential to contaminate the water with toxins and chemicals from fuel spills and other accidental discharges. In the Explosive Handling Wharf area, SWFPAC implements restrictions to minimize risks to environmental and human health and safety. They include:

(1) No fuels or oils may be left overnight and must be removed at the end of each work day.

(2) Photography by the contractor is prohibited. Construction progress photos and all other necessary photo documentation will be provided by authorized Government personnel only. Unauthorized cameras and film will be confiscated.

(3) Compliance with the security directions of Security Force personnel is mandatory.

(4) Contractor containers, lock boxes, and equipment left overnight in the Waterfront Restriction Area will be subject to search by SWFPAC Security Force Personnel. Construction locks may be utilized, but during security events Security Forces reserve the right to cut locks for the purposes of inspection without recourse.

(5) Cell phones with cameras are not allowed. Cell phones without cameras are allowed with approval. Unauthorized cell phones will be confiscated.

5.6.12.2 Future Actions

Future Navy and non-Navy actions have the potential to affect the environmental health and safety of Hood Canal residents. Sediment contaminants, toxins and other pollutants, noise and other impacts result from in-water and shoreline construction. Although Navy actions typically occur in restricted areas where the public cannot gain access without permission, non-Navy actions can occur in public areas where more precautionary measures might be taken.

5.6.12.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles will be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles would be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles would be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, 5 sled mounted passive cathodic protection systems, and related appurtenances would occur. All work is temporary and the equipment would be demobilized and removed after the pile replacement is completed. The proposed action would occur over a two year period beginning in 2011 from July 16 through February 15 and pile driving installation and removal would occur between July 16 and October 31. However, the proposed action would be short term and temporary in nature. The proposed action would not have a significant impact to environmental health and safety.

5.6.12.4 Cumulative Impacts

The proposed action would occur in the restricted waters of NBK at Bangor. As a result, there would not be any impacts to public safety or access because the public is restricted from the area where the proposed action would occur. No boaters, scuba divers, or swimmers are allowed in Naval Restricted Area #1 without permission, therefore cumulative impacts are not possible. SWFPAC restrictions outlined in Section 5.6.12.1 create a safer work environment. The lack of adverse cumulative impacts of ambient noise is discussed in Section 5.6.5.4. This action in combination with other past, present, and reasonably foreseeable actions would not have a significant effect to environmental health and safety for Hood Canal and the surrounding communities. Therefore, operation of the proposed action would not contribute to cumulative environmental health and safety impacts when added to other past, present, and future actions.

5.6.13 Socioeconomics

5.6.13.1 Past and Present Actions

Socioeconomic conditions have been or are being profoundly changed by past and present development. For example, NBK at Bangor has become one of the primary employers in Kitsap County. An estimated 10,109 personnel, including military, civilian and contractors are employed by the military in Kitsap County. Increases in the Kitsap County population, long-term employment opportunities, and income to Kitsap County, as well as increased demand for housing and public services (such as police, fire, emergency and medical services, schools, and other public services) can be attributed to the development of the TRIDENT base and other nearby military installations.

Population, housing, and economic activity are increasing at a moderate rate in Kitsap County. This change is caused as development occurs on military installations and within the communities, population migrates in and out of the county, economic conditions change, or changes take place in other social or political factors. Past actions such as the Hood Canal Bridge East Half Replacement and West half Rehabilitation Project Water Shuttle may be short in duration but do provide a context for which to base socioeconomic impacts to Kitsap County. Present actions such as the Olympic View Marina and Belfair Sewer Line may provide economic boosts in the county for a more extended period of time since these projects will occur over a longer timeframe.

5.6.13.2 Future Actions

Employment and income would be generated from future Navy and non-Navy actions. Demand for housing and public and social services are anticipated to increase resulting from the migration of workers to the surrounding communities. However, these conditions would vary over time based on the changing conditions associated with the uncertainty of future projects. For example future projects such as the Fred Hill Materials pit-to-Pier Project and the Port Gamble Dock may never take place due to permitting issues while projects such as the Misery Boat Launch and the Pleasant Harbor Marina and Golf Resort could provide economic benefit not only from construction but from the operation of the boat launch, marina and golf resort.

EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, EO 13045, *Environmental Health Risks and Safety Risk to Children*, EO 12898 and EO 13045 must be addressed for all future government (including Navy) actions. As such, any future projects that would have a significant impact to any of these EO's would undergo extreme scrutiny.

5.6.13.3 Proposed Action

The proposed action would include the demolition and removal of the fragmentation barrier and walkway. A total of twenty eight 30-inch diameter hollow steel pipe piles would be installed and filled with concrete on the southwest corner of EHW-1 over a two-year period starting in 2011. In addition ninety six 24-inch diameter concrete piles will be removed at the mudline by a pneumatic chipping hammer, and thirty nine 12-inch and three 24-inch diameter steel fender piles will be removed by vibratory hammer. Additionally, the construction of pile caps, a concrete superstructure, 5 sled mounted passive cathodic protection systems, and related appurtenances would occur. All work is temporary and the equipment would be demobilized and removed after the pile replacement is completed. The proposed action would occur over a two year period beginning in 2011 from July 16 through February 15 and pile driving installation and removal would occur between July 16 and October 31. The contractors would use barges, heavy machinery, and fuel from the surrounding community. Although the proposed action could create a short term economic boost, it is temporary and the impact to the surrounding communities would be minimal.

As stated in Chapter 3, the demographics of the surrounding communities include minority and low income populations, Native Americans and children and resources for children like schools, day cares, etc. The EO's listed in section 5.6.13.2 have been analyzed in Chapter 3 of this document and the determination has been made that there would be no disproportionately high and adverse environmental, human health and socioeconomic affects upon Minority and Low-Income populations, Indian Tribes or children.

5.6.13.4 Cumulative Impacts

The impacts associated with the proposed action would be associated with a small increase in contractor activity on the Bangor waterfront at NBK. The proposed action would have a temporary and localized impact to employment, income, and the demand for public services. The proposed action is anticipated to employ approximately 30 people with 12-15 of those workers performing the marbled murrelet and marine mammal monitoring. The population of Kitsap County would not be significantly impacted as a result of the proposed action. The proposed action would not result in any substantial impacts to socioeconomic conditions in Kitsap County. In addition to the proposed action, other waterfront projects are proposed for the Hood Canal and the Bangor waterfront at NBK. These projects are transient in nature and would not contribute to a significant cumulative impact. The proposed action would not contribute to cumulative impacts when considered with other past, present, and future actions. This is because the small increase in staff and dependents would only have a localized impact to employment, income, and demand for public services.

The proposed action would have no impact to minority or low income (environmental justice) populations (including Native Americans), because there are no low income or minority populations located within the range of impacts from the project. The proposed action would not impact the access granted to tribes for shell fishing and cedar bark collection. Likewise, the proposed action would have no impact to the protection of children, because there are any children located within the range of impacts from this project. There would be no disproportionately high and adverse environmental, human health and socioeconomic affects upon Minority and Low-Income populations, Indian Tribes or children. Therefore, there would be no cumulative impact to environmental justice populations or the protection of children as a result the proposed action in combination with other past, present, and future actions.

5.6.14 Coastal Zone Management

Each individual action undertaken within the Coastal Zone must meet the requirements of Washington's Shoreline Management Act as well as other state land use and resource management laws (including the State Environmental Policy Act (SEPA) and the Growth Management Act, as well as the Washington State Ecology Publication governing the CZMP, Managing Washington's Coast (2001)), or, for Federal agencies, must be consistent with the CZMP to the maximum extent practicable. These statutes require extensive coordination and comprehensive land use planning. If the proposed action is determined to be consistent, whatever impacts are imparted to the Coastal Zone as a result of the proposed action are consistent with the limits set by those laws and regulations. In that the Washington State CZMP is a network of existing state laws and regulations, any approved action is unlikely to contribute significantly to cumulative impacts when combined with other past, present, and reasonably foreseeable actions. Within this EA, the impacts themselves are discussed in the context of the specific resource area, as are the cumulative impacts when considering other past, present, and reasonably foreseeable actions.

5.7 CONCLUSION

Resources that are irreversibly or irretrievably committed to a project are those that are used on a long-term or permanent basis. This includes the use of non-renewable resources such as metal and fuel, and other natural or cultural resources. These resources are irretrievable in that they would be used for this project when they could have been used for other purposes. Human labor is also considered an irretrievable resource. Another impact that falls under this category is the unavoidable destruction of natural resources that could limit the range of potential uses of that particular environment.

Implementation of the proposed action would involve the consumption of fuel, oil, and lubricants for the vibratory hammer, the impact hammer and the barges/tugboats. Human energy invested in the EHW-1 Pile Replacement Project would be irretrievably lost. Implementation of the proposed action would not result in significant irreversible or irretrievable commitment of resources.

NEPA requires an analysis of the relationship between a project’s short-term impacts on the environment and the effects that these impacts may have on the maintenance and enhancement of the long-term productivity of the affected environment. Impacts that narrow the range of beneficial uses of the environment are of particular concern. This refers to the possibility that choosing one development option reduces future flexibility in pursuing other options, or that giving over a parcel of land or other resources to a certain use often eliminates the possibility of other uses being performed at that site.

In the short-term, effects to the human environment with implementation of the proposed action would primarily relate to the pile driving activities associated with the EHW-1 Pile Replacement Project. Air quality, airborne and underwater noise, marine mammals, birds, fish and sediments would all expect to be impacted in the short-term. In the long-term, productivity of the area would not be affected by the EHW-1 Pile Replacement Project. All impacted resources would be expected to recover from the effects of the EHW-1 Pile Replacement Project. The proposed action would not result in any impacts that would reduce environmental productivity or permanently narrow the range of beneficial uses of the environment.

Implementation of the proposed action would not result in significant impacts to the environment. The EHW-1 Pile Replacement Project would utilize mitigation measures and monitoring to ensure marine mammals, fish and birds are protected to the maximum extent possible. Implementation of the proposed action, in conjunction with other past, present, and reasonably foreseeable future actions, would not be expected to result in significant cumulative impacts to the environment.

TABLE 5.2 PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR

	Project Name	Location	NEPA/ESA Documentation	Project Status	Description
1.	TRIDENT Support Site	Entire base	EIS, 1974 with supplements 1976, 1977, 1978	Completed	Construction of TRIDENT Submarine Base including 3 piers and a dry dock, 400 units of family housing, bachelor enlisted quarters to house 660 personnel, the TRIDENT Training Facility (a 300,000 sq ft structure), the Refit Industrial Facility (270,000 sq ft), and the TRIDENT Missile Assembly and Support Facilities; includes dredging of 220,000 cubic yards at the dry dock and operation of a groundwater dewatering system
2.	Keyport/Bangor Dock Dredging	Bangor waterfront at NBK, Dock	CWA Section 10 permit, 1985	Completed	Dredging of approximately 3,000 cubic yards; USACE permit No. 071-0YB-2-010081
3.	Drydock Caisson Moorage	Bangor waterfront at NBK, Delta Pier	EA, 1992	Completed	Construction and operation of a berthing pier for a second caisson (100 by 65 by 18 feet), including dredging of 12,000 cubic yards of sediment; new pier is 140 by 20 feet long
4.	Construction of Supporting Shore and Waterfront Facilities for USS PARCHE	Bangor waterfront at NBK, Service Pier	EA, 1994	Completed	Upgrade of Service Pier (extension of 290 feet) to accommodate USS PARCE and 5 barges; removal of 106 piles and reinstallation of 180 piles, new detachment support building (48,272 sq ft), parking area (6,600 sq ft), lay down area (27,990 sq ft), road (64,350 sq ft)
5.	Marginal Wharf Pier Repairs at SUBASE Bangor	Bangor waterfront at NBK North pier of Marginal Wharf	BA, 2000	Completed	Replacement of missing dolphin and 10 piles
6.	Operable Unit #7 (site 26, Marine Sediments)	Bangor Waterfront	ROD, 2000	Completed	Select marine sediments monitored for chemical contamination
7.	Installation and Operation of Force Protection Barrier	Bangor waterfront area at NBK	EA, 2002	Completed	Above-water fencing that is 14 feet high placed on pontoons along the waterfront restricted area

TABLE 5.2 PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR (continued)

	Project Name	Location	NEPA/ESA Documentation	Project Status	Description
8.	U.S. Navy Dabob Bay and Hood Canal Military Operating Area	Testing in Dabob Bay and launch and recovery testing in Hood Canal near Bangor waterfront at NBK	EA, 2002	Completed	Launch and recovery testing for research and experiments, proofing and fleet departures with potential for release of gas fumes, propellant spills, turbidity, release of lead and copper in water, and some noise emissions at 180 dB
9.	SUBDEVRON 5 Support Facilities (Submarine Development Squadron 5 Detachment)	Bangor waterfront at NBK, Service Pier	EA, 2003	Completed	Facility upgrades to existing Service Pier, size increase of 18,000 sq ft, construction of new waterfront support facility (12,560 sq ft), expansion of existing shore-based support facilities
10.	Service Pier Expansion	Bangor waterfront at NBK, Service Pier	EA, 2004	Completed	Expansion of pier by 5,000 sq ft and 20 new piles
11.	EHW Pile Replacement	Bangor waterfront at NBK, EHW	Abbreviated BA, JARPA in 2004	Completed	Removal and replacement of piles using vibratory hammer
12.	EHW Pile Replacement	Bangor waterfront at NBK, EHW	JARPA filed in 2005, piles changed in 2006	Completed	Removal of 12 hollow concrete piles at Bents 14 and 20 and replacement with like number of hollow steel piles; permit indicated use of vibratory hammer and silt curtain
13.	Navy Surface Warfare Center Carderock Division (NSWCCD) Detachment Bremerton Command Consolidation	Bangor waterfront at NBK, Carlson Spit	EA 2005	Completed	Construction of in-water facilities including a new access pier (8,800 sq ft), pontoon (21,600 sq ft), vessel overwater footprint (13,623 sq ft) and associated mooring components, 102 new steel piles, road improvements to Carlson Spit Access Road, 23,000 sq ft building, 100 additional workers
14.	Mission Support Facilities	Bangor waterfront at NBK, Marginal Wharf	EA, 2005	Completed	Addition of 2 new power booms and 2 captivated camels, requires 10 steel piles and results in 5,000 sq ft of overwater shading; installation of emergency power generation capability

TABLE 5.2 PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR (continued)

	Project Name	Location	NEPA/ESA Documentation	Project Status	Description
15.	Dredging south side of Delta Pier	Bangor waterfront at NBK, Delta Pier	BA, EA 2005	Completed	Removal of 3,000 cubic yards of sediment
16.	Transit Protection System, Interim Operational Capability	Bangor waterfront at NBK, Keyport/ Bangor dock	EA, 2007	Completed	Extension to existing dock with steel floating pier (293 by 12 feet) with 4 smaller finger piers (two at 120 by 10 feet, and two at 80 by 8 feet); 24 piles, all floats 5 feet in depth and held by sixteen 24-inch diameter piles and eight 30-inch diameter piles
17.	Water Source Heat Pump	Delta Pier	CATEX, 2008	Complete	Project uses seawater for heat source to operate heat pump for space heating
18.	Replace Dolphins	Bangor Service Pier	CATEX, 2009	Completed	Replace two creosote-treated timber dolphins with steel pile dolphins.
19.	Install Swimmer Interdiction System (SISS)	Bangor waterfront at NBK	EIS, 2009	Completed	Install a system of up to 20 marine mammals to patrol and interdict intruders. Project includes installation of animal pens.
20.	U.S. Navy EOD Training Operations	Hood Canal off the northern portion of NBK at Bangor	BA, 2000 EA 2004	Ongoing	A training program for the Navy's EOD units in the Puget Sound region; training consists of using explosive charges to destroy or disable inert (dummy) mines underwater up to four times per year
21.	Pile Replacement - Explosives Handling Wharf (EHW) at SUBASE Bangor	Bangor waterfront area at NBK, EHW	BA, 2001	Ongoing	Removal of approximately 130 hollow core concrete piles and replacement with combination of concrete and steel piles; expected to be completed over 10-year period
22.	2008 Magnetic Silencing Facility Repairs	Bangor waterfront at NBK, Magnetic Silencing Facility	EA, 2008	Ongoing	Renovation of eroding portions of the facility to include cable trays under water, decking on pier, and structural cross members

TABLE 5.2 PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR (continued)

	Project Name	Location	NEPA/ESA Documentation	Project Status	Description
23.	Transit Protection Systems Operation Final Operating Conditions	Navigable waters from Port Angeles to Bangor, Dabob Bay, and Bangor waterfront at NBK	NEPA in process	Ongoing	Operate approximately 10 escort vessels; install and operate maintenance and fueling capability for vessels.
24.	Bangor Keyport/Bangor Dock repair	Bangor waterfront at NBK	NEPA in process	Ongoing	The proposed project would clean and paint 42 steel piles, repair tears in the wraps on three piles, install a fiberglass jacket on one pile, remove and replace 18 deteriorated treated timber fender members/fender piles. The existing piles will be removed entirely and new treated timber piles will be installed in the same location. This action is scheduled for fiscal year 2011.
25.	NAVSEA NUWC Keyport Range Complex Extension EIS/OEIS	Hood Canal and other areas outside of NBK at Bangor	Final EIS 2010	Ongoing	Increase in underwater military range areas including areas in Hood Canal
26.	Waterfront Security Enclave and Security Barriers	Bangor waterfront at NBK/shoreline area	EA in process, FY11	Future	Project would construct fence system from south of Delta Pier to North of EHW. Project includes permanent loss of 50 acres of vegetation and 2 acres of wetlands. Mitigation project will restore 2 acres of estuary.
27.	Northwest Training Range Complex/ Overseas EIS	Hood Canal	Draft EIS, 2008 EIS 2010	Future	Increase in underwater military range activities including areas in Hood Canal
28.	Port Security Barrier Relocation	Waterfront Restricted Area	NEPA in process	Future	Project will realign existing floating fence to improve operations and security
29.	Test Pile Program	Bangor Waterfront at NBK	NEPA in process	Future	Installation and removal of 29 test and reactionary piles to gather geotechnical and sound propagation data to validate the design concepts and construction methods for the proposed EHW-2 and future projects at the Bangor waterfront

TABLE 5.2 PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR (continued)

	Project Name	Location	NEPA/ESA Documentation	Project Status	Description
30.	Mooring Point Installation	North of KB Dock	Future NEPA document	Future	Anchor and mooring buoy installation
31.	Seawall repairs along Sea Lion Road	South of Delta Pier to Devil's Hole	Future NEPA document	Future	Repair of 447 feet of seawall
32.	Explosives Handling Wharf 2	Bangor Waterfront at NBK	EIS in process, FY12	Future	Construction of major wharf and trestles for submarine/missile operations. Total overwater area 250,000 sq ft. 1,200 to 1,600 piles.
33.	Relocate Nearshore Port Security Barriers	Bangor Waterfront at NBK	Future NEPA document, FY11	Future	Relocate mooring buoys and anchors which are in the footprint of the proposed EHW-2
34.	Replace EHW-1 Piles, FY11/12	EHW-1	Future NEPA document, FY11	Future	Project would replace concrete piles with steel piles. Project is part of multi-year plan to replace deteriorated piles.
35.	Caisson Repair	Bangor Dry Dock	Future NEPA Document, FY2011	Future	Install a protective costing of concrete over existing steel sheet piles which form the structure for the dry dock. The concrete coating would be applied from -2’ MLLW to approximately +21’MLLW.
36.	Construct Land-Water Interface	Bangor Intertidal Area	Future NEPA document	Future	Project would construct a fence in the intertidal zone, connecting the landside Security Enclave with the waterborne Port Security Barriers.
37.	Pier Extension	Bangor Service Pier	Future NEPA document	Future	Project would construct finger pier extension
38.	Electro-magnetic range	Just north of Bangor, ~1,000 feet off-shore	Future NEPA document	Future	Installation of an underwater instrument array, data/power cables, a pile-supported platform, and an in-water navigation aid.

Acronyms:
BA = Biological Assessment; BRAC = Base Realignment and Closure; CATEX = Categorical Exclusion; EOD = Explosives Ordnance Disposal; ESS = Electronic Security Systems; NSWCCD = Navy Surface Warfare Center Carderock Division; OA = Operational Area; ROD = Record of Decision; SISS = Swimmer Interdiction Security System; SWFPAC = Strategic Weapons Facility, Pacific

TABLE 5.3 ENVIRONMENTAL IMPACTS OF PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR

	Project Name	Land Clearing (Acres)	Impervious Surface (Acres)	Overwater Shading (sq ft)	Marine Habitat Loss/ Conversion (sq ft)	Long-Term Water Quality Impacts	Long-Term Noise Impacts	Long-Term Air Quality Impacts
1.	TRIDENT Support Site and subsequent expansions	780	585	985,600	98,560	Yes	Yes	Yes
2.	Keyport/Bangor Dock Dredging	No	No	No	TBD	No	No	No
3.	Drydock Caisson Moorage	No	No	2,800	280	No	No	No
4.	Construction of Supporting Shore and Waterfront Facilities for USS PARCHE	9	6.8	5,800	465	No	No	No
5.	Marginal Wharf Pier Repairs at SUBASE at Bangor	No	No	No	No	No	No	No
6.	Operable Unit #7 (site 26, Marine Sediments)	No	No	No	No	No	No	No
7.	Installation and Operation of Force Protection Barrier	No	No	Negligible	3,850	No	No	No
8.	U.S. Navy Dabob Bay and Hood Canal Military Operating Area	No	No	No	No	Yes	Yes	Yes

TABLE 5.3 ENVIRONMENTAL IMPACTS OF PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR (continued)

	Project Name	Land Clearing (Acres)	Impervious Surface (Acres)	Overwater Shading (sq ft)	Marine Habitat Loss/ Conversion (sq ft)	Long-Term Water Quality Impacts	Long-Term Noise Impacts	Long-Term Air Quality Impacts
9.	SUBDEVRON 5 Support Facilities (Submarine Development Squadron 5 Detachment)	9	6.8	18,000	1,800	No	No	No
10.	Service Pier Expansion	No	No	5,000	126	No	No	No
11.	EHW Pile Replacement	No	No	No	No	No	No	No
12.	EHW Pile Replacement	No	No	No	No	No	No	No
13.	Navy Surface Warfare Center Carderock Division (NSWCCD) Detachment Bremerton Command Consolidation	5	3.8	45,945	641	No	Yes	No
14.	Mission Support Facilities	3	2.3	5,000	63	No	Yes	Yes
15.	Dredging south side of Delta Pier	No	No	No	No	No	No	No
16.	Transit Protection System, Interim Operational Capability	0.75	No	No	No	No	No	No
17.	Water Source Heat Pump	No	No	No	No	No	No	No
18.	Replace Service Pier Dolphins	No	No	No	No	No	No	No

TABLE 5.3 ENVIRONMENTAL IMPACTS OF PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR (continued)

	Project Name	Land Clearing (Acres)	Impervious Surface (Acres)	Overwater Shading (sq ft)	Marine Habitat Loss/ Conversion (sq ft)	Long-Term Water Quality Impacts	Long-Term Noise Impacts	Long-Term Air Quality Impacts
19.	Install Swimmer Interdiction System (SISS)	No	No	3,852	No	No	No	No
20.	U.S. Navy EOD Training Operations	No	No	No	No	No	Yes	No
21.	Pile Replacement - EHW at SUBASE at Bangor	No	No	No	Negligible	Yes	Yes	No
22.	2008 Magnetic Silencing Facility Repairs	No	No	No	No	No	No	No
23.	Transit Protection Systems Operation Final Operating Conditions	No	No	No	No	No	No	Yes
24.	Bangor Keyport/Bangor Dock repair	No	No	No	No	No	No	No
25.	NAVSEA NUWC Keyport Range Complex Extension EIS/OEIS	No	No	No	No	No	No	No
26.	Waterfront Security Enclave and Security Barriers	50	37.5	No	No	No	No	No
27.	Northwest Training Range Complex/ Overseas EIS	No	No	No	No	No	Yes	No

TABLE 5.3 ENVIRONMENTAL IMPACTS OF PAST, PRESENT, AND REASONABLY FORSEEABLE NAVY ACTIONS AT NBK AT BANGOR (continued)

	Project Name	Land Clearing (Acres)	Impervious Surface (Acres)	Overwater Shading (SQ FT)	Marine Habitat Loss/ Conversion (SQ FT)	Long-Term Water Quality Impacts	Long-Term Noise Impacts	Long-Term Air Quality Impacts
28.	Port Security Barrier Relocation	No	No	No	Minimal	No	No	No
29.	Test Pile Program	No	No	No	Minimal	No	No	No
30.	Mooring Point Installation	No	No	No	Minimal	No	No	No
31.	Seawall repairs along Sea Lion Road	No	No	No	Yes	No	No	No
32.	Explosives Handling Wharf 2 (TRIDENT Support Facilities Explosives Handling Wharf)	1.5	1.5	274,428-370,260	Yes	No	No	No
33.	Relocate Nearshore Port Security Barriers	No	No	No	No	No	No	No
34.	Replace EHW-1 Piles, FY11/12	No	No	No	No	No	No	No
35.	Caisson Repair	No	No	No	No	No	No	No
36.	Construct Land-Water Interface	75	23	5,000 (est)	Yes	No	No	No
37.	Service Pier Extension	No	No	36,000	Yes	No	No	No
38.	Electro-magnetic range	No	No	TBD	TBD	No	No	No

Notes: The amount of overwater coverage was multiplied by 10 percent to estimate the amount of soft-bottom marine habitat converted to hard surface by installation of piles when the number of piles was unknown. The amount of land clearing was multiplied by 75 percent to estimate new impervious surface when the amount of impervious surface created by the project was unknown.

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6 LIST OF PREPARERS

In accordance with OPNAVINST 5090.1C, this section lists the names and qualifications (expertise/experience, professional disciplines) of the persons who were primarily responsible for preparing the EA. Where possible, the persons who are responsible for a particular analysis, including analyses in background papers and basic components of the EA, are identified. This EA was prepared by:

Project Manager

Kelly Proctor
Natural Resource Specialist
M.S., Biology, Old Dominion University
B.S., Biology, Old Dominion University

Incidental Harassment Authorization

Danielle Buonantony
Marine Resources Specialist
M.E.M., Coastal Environmental Management, Duke University
B.S., Zoology, University of Maryland - College Park

Section Authors

Jessica Bredvick
Natural Resource Specialist
M.S., Biology, California State University, Northridge
B.S., Biology, California State University, Northridge

Sara Bell
Natural Resource Specialist
M.S. Biology, Old Dominion University
B.S. Wildlife Science, Virginia Tech

Sarah Bellau
Marine Resources Specialist
M.E.M., Coastal Environmental Management, Duke University
B.S., Marine Science, Coastal Carolina University

Christopher Chilton
Cultural Resource Specialist/Archaeologist
M.S., Soil Science, University of Florida
B.A., Anthropology, University of Florida

Warren Drummond
Cartographic Technician
B.A., Geography, University of Oklahoma

Nora Gluch
Natural Resource Specialist
M.E.M., Coastal Environmental Management, Duke University
B.A., Sociology, Grinnell College

Anurag Kumar
Marine Resource Specialist
M.S., Marine Science, California State University Fresno
B.S., Biology-Ecology, California State University Fresno

Michael A. Schwinn
Natural Resource Specialist
M.S., Biology, University of Utah
B.S., Zoology, Weber State University

Sean Suk
Marine Ecologist
M.S., Ecology, San Diego State University
B.S., Marine and Fisheries Biology, University of New Hampshire

J. Carter Watterson
Marine Fisheries Biologist
M.S. Marine Sciences, University of South Alabama
B.A. Biology, University of Richmond

Ryan Winz
Natural Resource Specialist
M.S., Oregon State University
B.S., University of Virginia

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APPENDIX A

Air Quality Calculations

EHW-1 Pile Replacement Project emissions calculations for boat, From EPA AP-42, Vol II

E=A*EF

E=emissions
A=activity rate
EF=emissions factor

Assumptions

1. Internal combustion diesel engine with 600 HP or less for the vibratory hammer, chipper and pile driver
2. 87 hours total for vibratory hammer-pile driver and chip hammer (138 pilings removal with 30 min. vibratory hammer for steel piles and 30 min. chip hammer for concrete piles; 28 pilings installed with 45 minutes vibratory hammer and 15 minutes impact driver)
3. No emissions control reductions
4. A=206 hours
5. Boat operates 100% of the time the vibratory hammer and/or pile driver are operating
6. Boat operates an additional 8 hours for concrete superstructure installation & cathode protection system installation (16 additional hours total)
7. Approximately 60 year old 44-foot tugboat

Calculations explanations

NOx	where A=206 hours per year, E=0.031 lbs./hp-hr
CO	where A=206 hours per year, E=6.68 E-03 lbs./hp-hr
SOx	where A=206 hours per year, E=2.05 E-03 lbs./hp-hr
PM10	where A=206 hours per year, E=2.20 E-03 lbs./hp-hr
CO2	where A=206 hours per year, E=1.15 lbs./hp-hr

NOx	3831.6	lbs.	1.92	tons	emissions for activity	EF=0.031
CO	825.64	lbs.	.42	tons	emissions for activity	EF=6.68 E-03
SOx	253.38	lbs.	.12	tons	emissions for activity	EF=2.05 E-03
PM10	271.92	lbs.	.14	tons	emissions for activity	EF=2.20 E-03
CO2	142,140	lbs.	71.08	tons	emissions for activity	EF=1.15
SUM	**147,322**	**lbs.**	**73.66**	**tons**	**SUM emissions for activity**	

EHW-1 Pile Replacement Project emissions calculations for vibratory hammer and pile driver combined (Proposed Action only, no emissions associated with the No Action Alternative), From EPA AP-42 , Vol II

E=A*EF

E=emissions
A=activity rate
EF=emissions factor

Assumptions

1. Internal combustion diesel engine with 600 HP or less for the vibratory hammer, pile driver and chip hammer
2. 87 hours total for vibratory hammer-pile driver and chip hammer (138 pilings removal with 30 min. vibratory hammer for steel piles and 30 min. chip hammer for concrete piles; 28 pilings installed with 45 minutes vibratory hammer and 15 minutes impact driver)
3. No emissions control reductions
4. A=87 hours
5. Boat operates 100% of the time the vibratory hammer and/or pile driver are operating
6. Approximately 60 year old 44-foot tugboat
7. The emissions from the boat are expected to be more severe than the emissions from the vibratory hammer, pile driver and chip hammer; therefore emission factors for the tugboat are estimated here.

Calculations explanations

NOx	where A=87 hours per year, E=0.031 lbs./hp-hr
CO	where A=87 hours per year, E=6.68 E-03 lbs./hp-hr
SOx	where A=87 hours per year, E=2.05 E-03 lbs./hp-hr
PM10	where A=87 hours per year, E=2.20 E-03 lbs./hp-hr
CO2	where A=87 hours per year, E=1.15 lbs./hp-hr

NOx	1618.2	lbs.	0.81	tons	emissions for activity	EF=0.031
CO	348.70	lbs.	0.17	tons	emissions for activity	EF=6.68 E-03
SOx	107.01	lbs.	0.05	tons	emissions for activity	EF=2.05 E-03
PM10	114.84	lbs.	0.06	tons	emissions for activity	EF=2.20 E-03
CO2	60030	lbs.	30.02	tons	emissions for activity	EF=1.15
SUM	**62219**	**lbs.**	**31.11**	**tons**	**SUM emissions for activity**	

EHW-1 Pile Replacement Project emissions calculations for vibratory hammer. pile driver and boats (Proposed Action only, no emissions associated with the No Action Alternative					
NOx	5449.8	lbs.	2.27	**tons**	Sum combined installation, removal, and boat
CO	1,174.34	lbs.	0.59	**tons**	Sum combined installation, removal, and boat
SOx	360.39	lbs.	0.18	**tons**	Sum combined installation, removal, and boat
PM10	386.81	lbs.	0.19	**tons**	Sum combined installation, removal, and boat
CO2	202,170	lbs.	101.09	**tons**	Sum combined installation, removal, and boat
SUM	**209,541.34**	**lbs.**	**104.32**	**tons**	SUM TOTAL combined installation, removal, and boat

APPENDIX B

Tribal Consultations

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/00159
25 Feb 11

The Honorable Francis Charles
Chairwoman, Lower Elwha Klallam Tribe
2851 Lower Elwha Road
Port Angeles, WA 98362

Dear Chairwoman Charles:

SUBJECT: INVITATION TO INITATE GOVERNMENT-TO-GOVERNMENT CONSULTATION FOR A PROJECT AT NAVAL BASE KITSAP

I am writing to inform you of a proposed project to repair the Explosive Handling Wharf at Naval Base Kitsap Bangor. The project may be of interest to your tribe. The proposed project is described in more detail in the attached enclosure.

Pursuant to the Navy's American Indian/Alaska Native policy, I would like to extend the opportunity to review the project and evaluate whether you believe there would be significant impacts on tribal treaty harvest rights or cultural resources resulting from the project. My staff will be coordinated with your staff, and a brief for you will be proposed for the near future. If our discussion leads to a concern that tribal rights or resources may be adversely affected by one or more of the projects, we will arrange for further government-to-government consultation. Your comments and concerns will be considered and will enable the Navy to address potential issues prior to implementation.

I look forward to working with you to address any concerns or provide additional information you may need. Please feel to contact me or my Environmental Director, Mr. Greg Leicht, (360) 315-5411 or gregory.leicht@navy.mil, with any questions or comments.

Sincerely,

M. J. OLSON
Captain, U.S. Navy
Commanding Officer

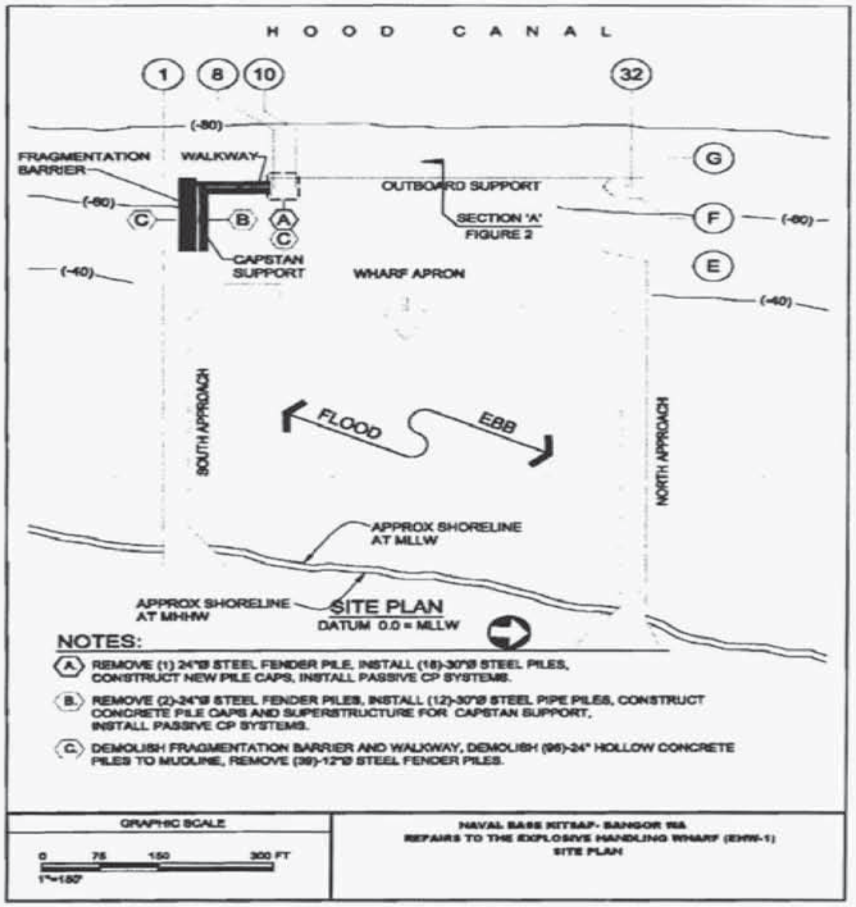
Enclosure: 1. Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor, February 2011

Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor
February 2011

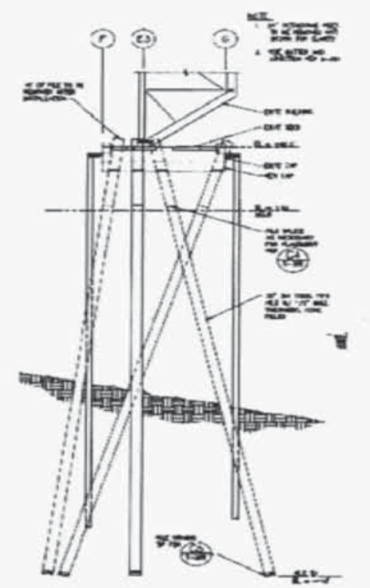
- Bangor, EHW-1 Pile Repair

This project would repair the existing Explosive Handling Wharf. Existing deteriorated concrete piles would be removed on and the piles would be replaced with steel pipe piles. To accomplish this work, sections of the wharf deck would be demolished and reconstructed. The project also removes the fragmentation barrier and walkway, and installs a smaller walkway. The entire project would remove 138 steel and concrete piles and replace them with 28 pipe piles. Due to the removal of the fragmentation barrier there is a 2,080 square foot reduction in overwater coverage. The project is proposed for 2011 and 2012.

Page 1 of 2
Enclosure (1)



Bangor , Explosive Handling Wharf Pile Replacement



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Page 2 of 2
Enclosure (1)

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/00157
25 Feb 11

The Honorable Jeromy Sullivan
Chairman, Port Gamble S'Klallam Tribe
31912 Little Boston Road NE
Kingston, WA 98346

Dear Chairman Sullivan:

SUBJECT: INVITATION TO INITATE GOVERNMENT-TO-GOVERNMENT CONSULTATION FOR A PROJECT AT NAVAL BASE KITSAP

I am writing to inform you of a proposed project to repair the Explosive Handling Wharf at Naval Base Kitsap Bangor. The project may be of interest to your tribe. The proposed project is described in more detail in the attached enclosure.

Pursuant to the Navy's American Indian/Alaska Native policy, I would like to extend the opportunity to review the project and evaluate whether you believe there would be significant impacts on tribal treaty harvest rights or cultural resources resulting from the project. My staff will be coordinated with your staff, and a brief for you will be proposed for the near future. If our discussion leads to a concern that tribal rights or resources may be adversely affected by one or more of the projects, we will arrange for further government-to-government consultation. Your comments and concerns will be considered and will enable the Navy to address potential issues prior to implementation.

I look forward to working with you to address any concerns or provide additional information you may need. Please feel to contact me or my Environmental Director, Mr. Greg Leicht, (360) 315-5411 or gregory.leicht@navy.mil, with any questions or comments.

Sincerely,

M. J. OLSON
Captain, U.S. Navy
Commanding Officer

Enclosure: 1. Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor, February 2011

Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor
February 2011

- Bangor, EHW-1 Pile Repair

This project would repair the existing Explosive Handling Wharf. Existing deteriorated concrete piles would be removed on and the piles would be replaced with steel pipe piles. To accomplish this work, sections of the wharf deck would be demolished and reconstructed. The project also removes the fragmentation barrier and walkway, and installs a smaller walkway. The entire project would remove 138 steel and concrete piles and replace them with 28 pipe piles. Due to the removal of the fragmentation barrier there is a 2,080 square foot reduction in overwater coverage. The project is proposed for 2011 and 2012.

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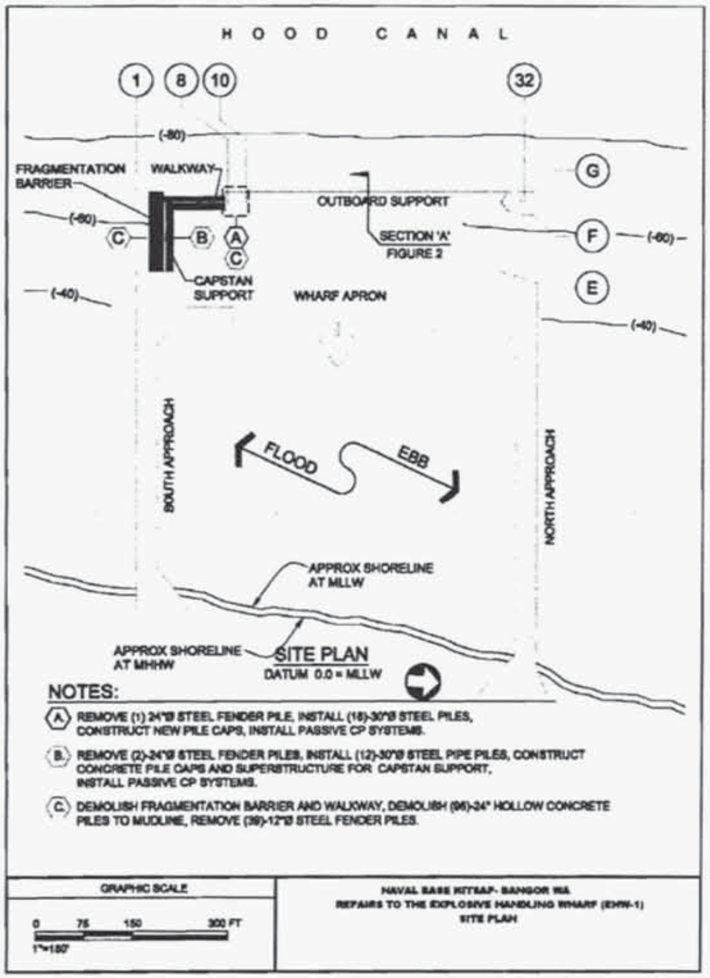
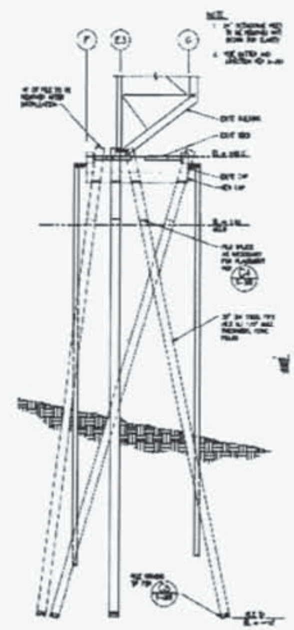
Enclosure (1)



Bangor , Explosive Handling Wharf Pile Replacement



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Enclosure (1)

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/00158
25 Feb 11

The Skokomish Tribe
The Honorable Charles Miller
North 80 Tribal Center Road
Skokomish, WA 98584

Dear Chairman Miller:

SUBJECT: INVITATION TO INITATE GOVERNMENT-TO-GOVERNMENT CONSULTATION FOR A PROJECT AT NAVAL BASE KITSAP

I am writing to inform you of a proposed project to repair the Explosive Handling Wharf at Naval Base Kitsap Bangor. The project may be of interest to your tribe. The proposed project is described in more detail in the attached enclosure.

Pursuant to the Navy's American Indian/Alaska Native policy, I would like to extend the opportunity to review the project and evaluate whether you believe there would be significant impacts on tribal treaty harvest rights or cultural resources resulting from the project. My staff will be coordinated with your staff, and a brief for you will be proposed for the near future. If our discussion leads to a concern that tribal rights or resources may be adversely affected by one or more of the projects, we will arrange for further government-to-government consultation. Your comments and concerns will be considered and will enable the Navy to address potential issues prior to implementation.

I look forward to working with you to address any concerns or provide additional information you may need. Please feel to contact me or my Environmental Director, Mr. Greg Leicht, (360) 315-5411 or gregory.leicht@navy.mil, with any questions or comments.

Sincerely,

M. J. OLSON
Captain, U.S. Navy
Commanding Officer

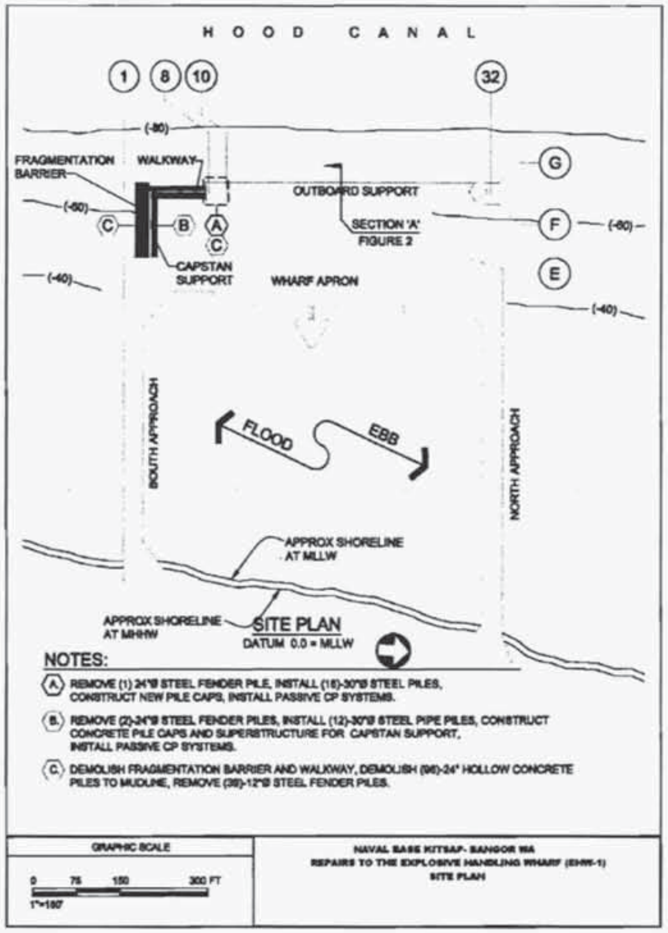
Enclosure: 1. Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor, February 2011

Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor
February 2011

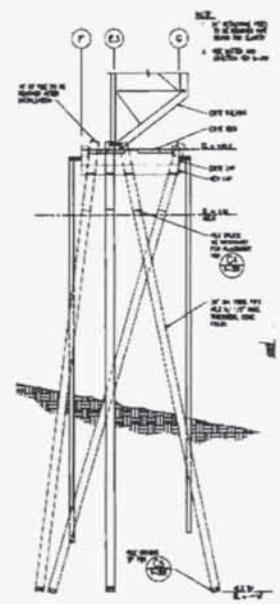
- Bangor, EHW-1 Pile Repair

This project would repair the existing Explosive Handling Wharf. Existing deteriorated concrete piles would be removed on and the piles would be replaced with steel pipe piles. To accomplish this work, sections of the wharf deck would be demolished and reconstructed. The project also removes the fragmentation barrier and walkway, and installs a smaller walkway. The entire project would remove 138 steel and concrete piles and replace them with 28 pipe piles. Due to the removal of the fragmentation barrier there is a 2,080 square foot reduction in overwater coverage. The project is proposed for 2011 and 2012.

Page 1 of 2
Enclosure (1)



Bangor, Explosive Handling Wharf Pile Replacement



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Page 2 of 2
Enclosure (1)

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/00975
8 Dec 10

Suquamish Tribe
The Honorable Leonard Forsman
P.O. Box 498
Suquamish, WA 98392

Dear Mr. Forsman:

SUBJECT: INVITATION TO INITATE GOVERNMENT-TO-GOVERNMENT CONSULTATION FOR PROJECTS AT NAVAL BASE KITSAP

I am writing to inform you of several facility construction projects and operational activities being planned for Naval Base Kitsap. Some of the anticipated projects may be of interest to your tribe. The proposed actions, which are described in more detail in the attached enclosure, include the following:

- Bremerton, Mooring G repair
- Bangor, Explosive Handling Wharf Pile Repair
- Bangor, Nearshore Port Security Barrier Relocation

Pursuant to the Navy's American Indian/Alaska Native policy, I would like to extend the opportunity to review these actions and evaluate whether you believe there would be significant impacts on tribal treaty harvest rights or cultural resources resulting from the implementation of any of the actions. My staff will be coordinated with your staff, and a brief for you will be proposed for the near future. If our discussion leads to a concern that tribal rights or resources may be adversely affected by one or more of the projects, we will arrange for further government-to-government consultation. Your comments and concerns will be considered and will enable the Navy to address potential issues prior to implementation.

I have also included a diagram of the proposed Port Security Barrier reconnection to pier 8 in Bremerton. I understand the Tribe does not have concerns with the project, per se, but would like to pursue an agreement for fishing within Naval Restricted Areas.

SUBJECT: INVITATION TO INITATE GOVERNMENT-TO-GOVERNMENT CONSULTATION FOR PROJECTS AT NAVAL BASE KITSAP

I look forward to working with you to address any concerns or provide additional information you may need. Please feel to contact me or my Environmental Director, Mr. Greg Leicht, (360) 315-5411 or gregory.leicht@navy.mil, with any questions or comments.

Sincerely,

M. J. OLSON
Captain, U.S. Navy
Commanding Officer

Enclosures: 1. Major Upcoming Projects at Naval Base Kitsap, December 2010

Major Upcoming Projects at Naval Base Kitsap
December 2010

- Bremerton, Mooring G Repair

This project would repair two concrete piles at the north end of mooring G. Approximately two feet of rip-rap around the piles would be removed to provide access down to structurally sound pile material. Failing concrete on the piles will be removed and the piles will be restored using concrete. Uncured concrete will not make contact with marine waters. Once the pile repair is complete, the rip-rap will be restored around the piles. Additionally, spalled concrete on the bottom of the mooring will be similarly repaired. The project is proposed for 2011.

- Bangor, EHW-1 Pile Repair

This project would repair the existing Explosive Handling Wharf. Existing deteriorated concrete piles would be removed on and the piles would be replaced with steel pipe piles. To accomplish this work, sections of the wharf deck would be demolished and reconstructed. The project also removes the fragmentation barrier and walkway, and installs a smaller walkway. The entire project would remove 138 steel and concrete piles and replace them with 28 pipe piles. Due to the removal of the fragmentation barrier there is a 2,080 square foot reduction in overwater coverage. The project is proposed for 2011 and 2011.

- Bangor, Relocation of Nearshore Port Security Barrier

This project would relocate existing Nearshore Port Security Barriers (NPSB) mooring buoys. The NPSBs are moored at the existing buoys when they are not in use. The proposed site of EHW 2 overlaps the location of the mooring buoys, necessitating their relocation. The proposed relocation site is shown on the attached. It was specifically located to be in water deeper than 30 MLLW to avoid any possible impact to eel grass; this necessitates relocating the Port Security Barrier westward about 310 feet. This project is scheduled for 2011.

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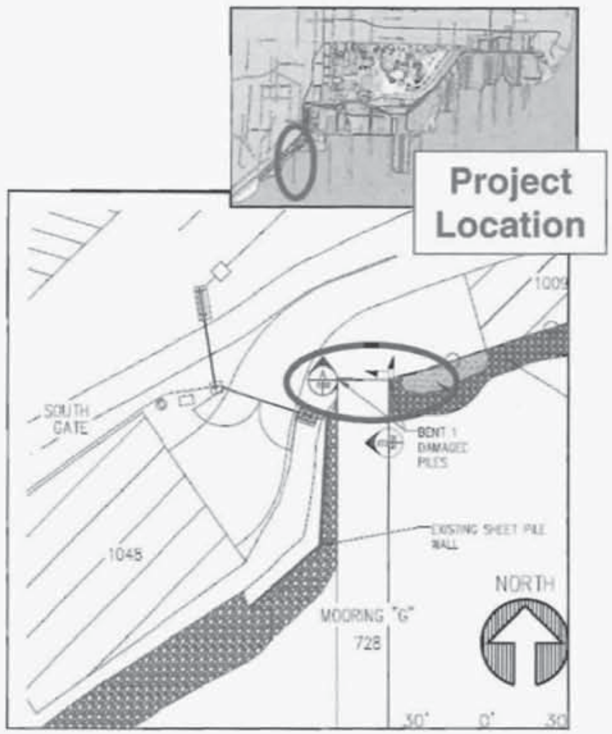
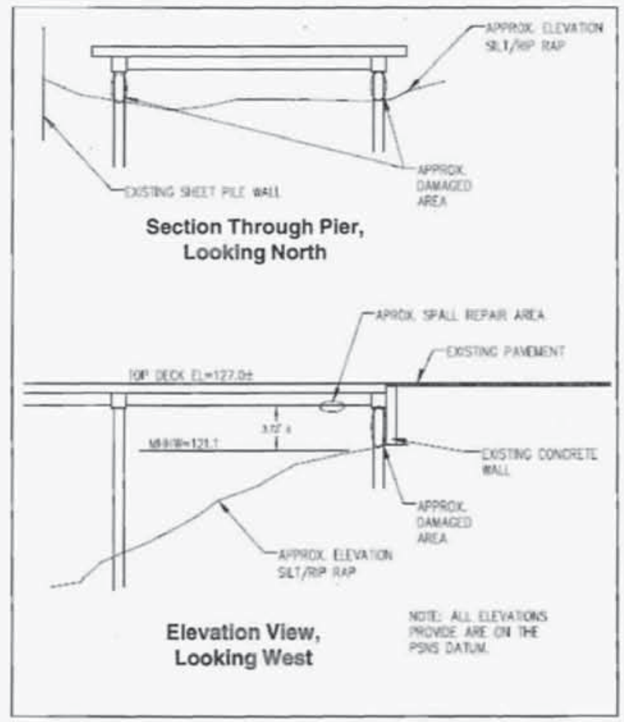
Enclosure (1)

Bremerton – Mooring G Repair





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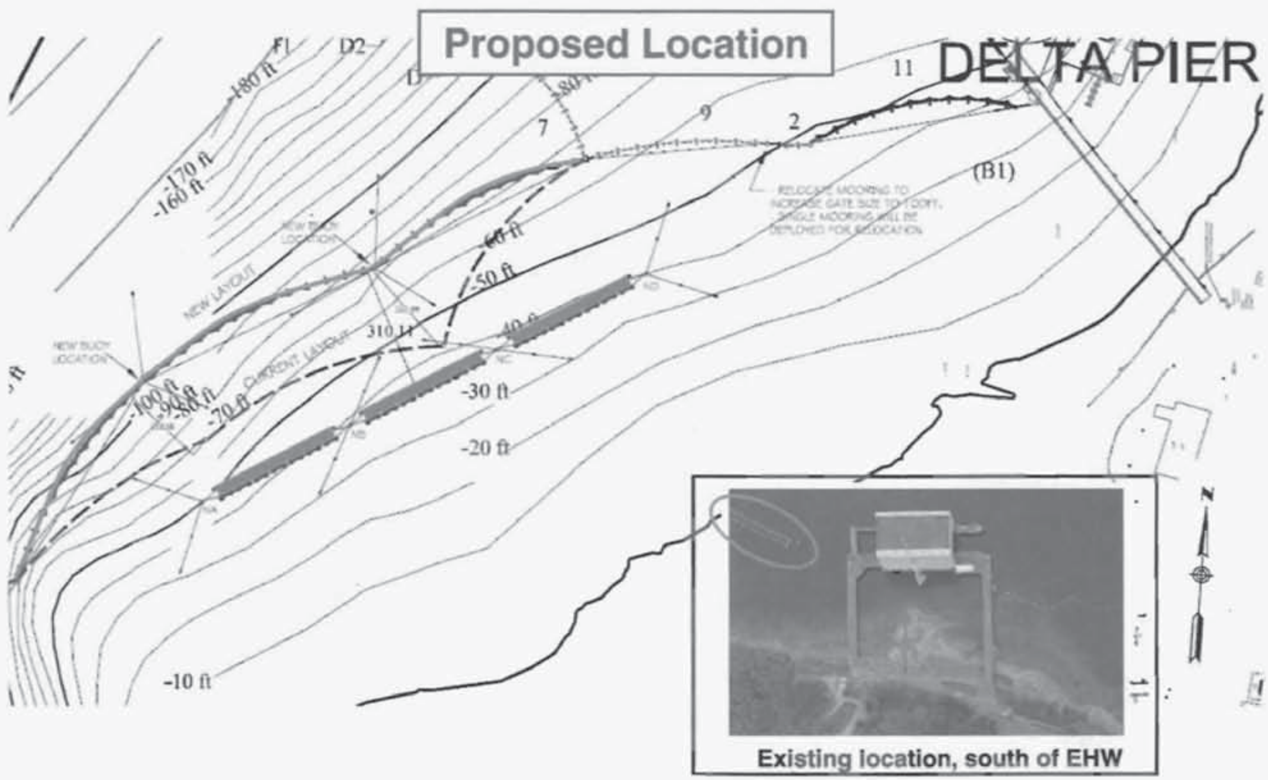
Enclosure (1)

Bangor - Nearshore Port Security Barrier Relocation



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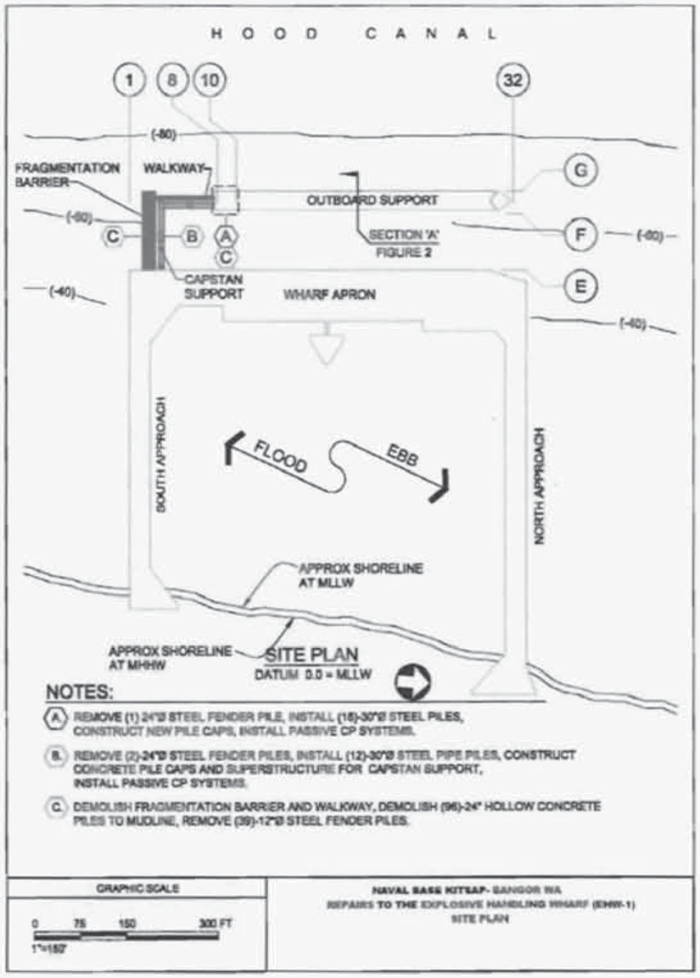
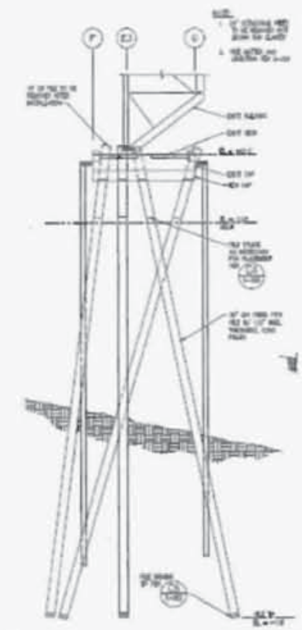
Enclosure (1)



Bangor , Explosive Handling Wharf Pile Replacement



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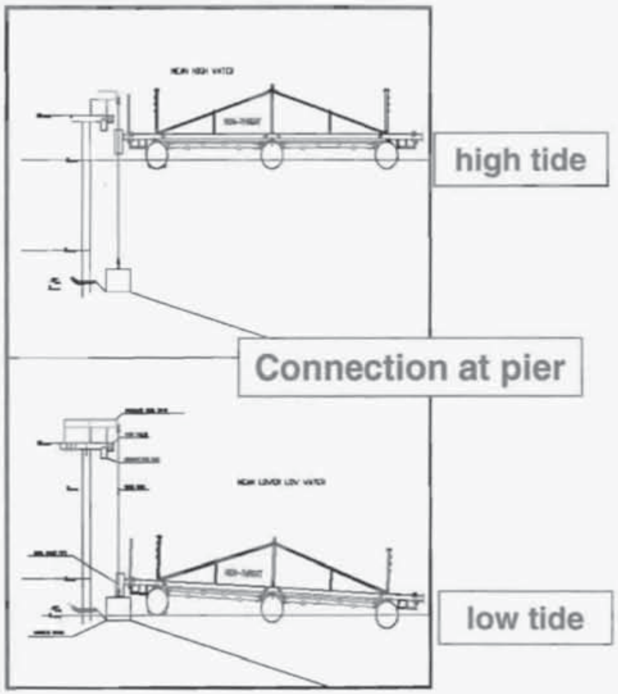
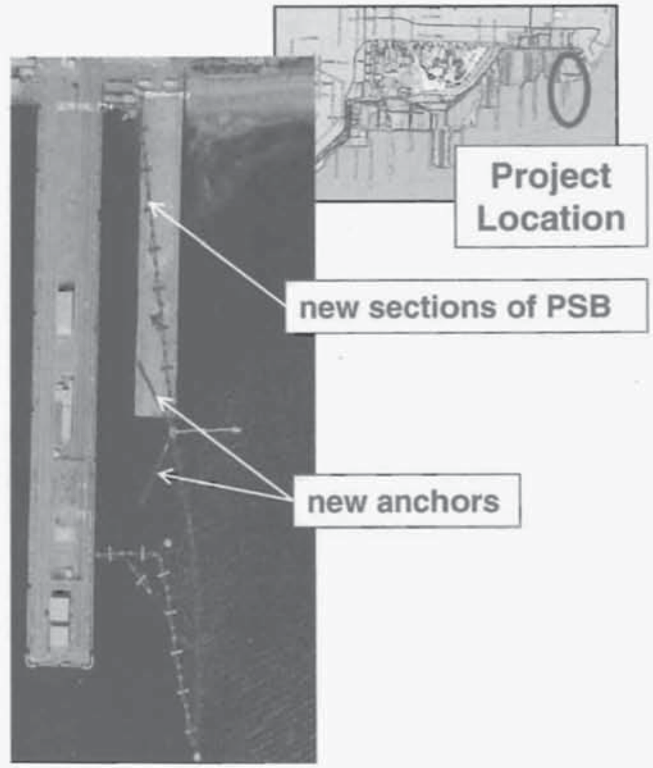
Enclosure (1)

Bremerton PSB Connection





Page 5 of 5
Enclosure (1)

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/00160
25 Feb 11

The Honorable W. Ron Allen
Chairman, Jamestown S'Klallam Tribe
1033 Old Blyn Highway
Sequim, WA 98382

Dear Chairman Allen:

SUBJECT: INVITATION TO INITATE GOVERNMENT-TO-GOVERNMENT CONSULTATION FOR A PROJECT AT NAVAL BASE KITSAP

I am writing to inform you of a proposed project to repair the Explosive Handling Wharf at Naval Base Kitsap Bangor. The project may be of interest to your tribe. The proposed project is described in more detail in the attached enclosure.

Pursuant to the Navy's American Indian/Alaska Native policy, I would like to extend the opportunity to review the project and evaluate whether you believe there would be significant impacts on tribal treaty harvest rights or cultural resources resulting from the project. My staff will be coordinated with your staff, and a brief for you will be proposed for the near future. If our discussion leads to a concern that tribal rights or resources may be adversely affected by one or more of the projects, we will arrange for further government-to-government consultation. Your comments and concerns will be considered and will enable the Navy to address potential issues prior to implementation.

I look forward to working with you to address any concerns or provide additional information you may need. Please feel to contact me or my Environmental Director, Mr. Greg Leicht, (360) 315-5411 or gregory.leicht@navy.mil, with any questions or comments.

Sincerely,

M. J. OLSON
Captain, U.S. Navy
Commanding Officer

Enclosure: 1. Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor, February 2011

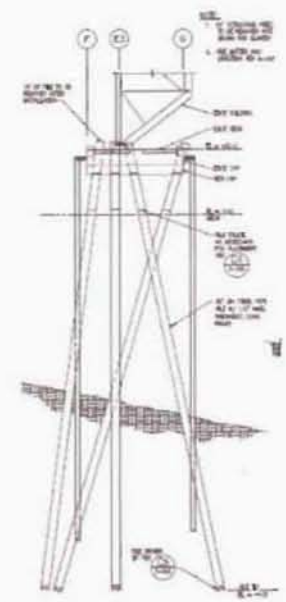
Explosive Handling Wharf 1 Repair at Naval Base Kitsap Bangor
February 2011

- Bangor, EHW-1 Pile Repair

This project would repair the existing Explosive Handling Wharf. Existing deteriorated concrete piles would be removed on and the piles would be replaced with steel pipe piles. To accomplish this work, sections of the wharf deck would be demolished and reconstructed. The project also removes the fragmentation barrier and walkway, and installs a smaller walkway. The entire project would remove 138 steel and concrete piles and replace them with 28 pipe piles. Due to the removal of the fragmentation barrier there is a 2,080 square foot reduction in overwater coverage. The project is proposed for 2011 and 2012.

Page 1 of 2
Enclosure (1)

Bangor , Explosive Handling Wharf Pile Replacement



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Enclosure (1)

APPENDIX C

SHPO Concurrence Letter

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/00269
4 Apr 11

Allyson Brooks, PhD
State Historic Preservation Officer
Department of Archaeology & Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

Dear Dr. Brooks:

SUBJECT: EXPLOSIVE HANDLING WHARF PILING REPLACEMENT

The Navy proposes to replace deteriorating piling beneath the Explosive Handling Wharf (EHW) 1 - Facility 7501 (Enclosure 1). This is to request your concurrence with our finding the proposed work has No Historic Properties Adversely Effected. The Area of Potential Effects (APE) is limited to the Fragmentation Barrier and Walkway portion of the wharf (Enclosure 2). EHW was constructed in 1978 and is a defining element of a Strategic Weapons Facility (SWF). The Navy has determined the structure eligible for inclusion in the National Register of Historic Places (NRHP) under Criteria A and C with SHPO concurrence, March 25, 2011.

The proposed work consists of removing 138 deteriorating piles and installing 28 new piles in order to extend the service life of the facility. The option not to do this work will result in the demolition of the facility by neglect, which the Navy finds to be Historic Properties Adversely Affected.

The first component of this project would entail (Section A on Figure 3):

- The removal of one 24-inch diameter steel fender pile and its associated fender system components at the outboard support. A fender pile is set beside slips, wharves, etc., to guide approaching vessels and driven so as to yield slightly when struck in order to lessen the shock of contact. The fender system components are the components that attach the fender piles to the structure. These components are above the water line.

SUBJECT: EXPLOSIVE HANDLING WHARF PILING REPLACEMENT

- The installation of sixteen 30-inch diameter hollow steel pipe piles (approximately 130 feet long). The piles would be installed to the tip elevation approximately 110 feet (Mean Lower Low Water).

- The construction of two cast-in-place concrete pile caps (concrete formwork may be located below MHHW.

- The installation of three sled mounted passive cathodic protection systems would follow. The sled mounted passive cathodic protection system prevents the metallic surfaces under the wharf from corroding due to the saline conditions in Hood Canal. This system will be banded to the steel piles.

The second component of this project would require (Section B on Enclosure 3):

- The removal of two 24-inch diameter steel fender piles at the main wharf and associated fender system components.
- The installation of twelve 30-inch diameter hollow steel pipe piles (approximately 74-122 feet long). The embedment depth of the piles would range from 30-50 feet.
- The construction of four concrete pile caps (concrete formwork may be located below MHHW).
- The installation of a pre-stressed concrete superstructure. The superstructure is part of a wharf found above or supported by the caps or sills, including the deck, girders, and stringers.
- The installation of two sled mounted passive cathodic protection systems. The installation/re-installation of related appurtenances would follow. Appurtenances are the associated parts of the superstructure that connects the superstructure to the piles. These pieces include all of the components such as bolts, welded metal hangers and fittings, brackets, etc.

The last component of this project would be (Section C on Enclosure 3):

- The removal of the concrete fragmentation barrier and walkway. The walkway is used to get from the Wharf Apron to the Outboard Support.

2

SUBJECT: EXPLOSIVE HANDLING WHARF PILING REPLACEMENT

- The removal of the piles supporting the fragmentation barrier including:
  - Thirty nine 12-inch diameter steel fender piles,
  - Ninety six 24-inch diameter hollow pre-cast concrete piles cut to the mud line (includes 72 at fragmentation barrier, 4 at walkway, 4 at Bent 8 outboard support, and 8 at Bents 9 and 10).

The Explosives Handling Warf is an imposing structure on the east shore of Hood Canal. Its public view is from Hood Canal. The main defining features of the structure are its wharf and super-structure. Pilings that form its foundation for the most part are below waterline and not visible to the public with the exception when small portions of their entire length is exposed at low-tide. Although the proposed work is replacing original fabric, the pile work is below water and not part of the public view. The replacement of the fragmentation barrier and walkway will retain the overall appears of the present facility. The Navy has determined that the proposed work does not adversely affect the characteristics that make the property eligible for listing in the NRHP and requests your concurrence with this finding.

We look forward to receiving your concurrence with our defining of the APE and the finding of affects within 30 days of receipt of this letter. Please direct additional inquiries Mr. Russell Sackett, NAVFAC Northwest Historical Architect, at 360-396-0024 or russell.h.sackett1@navy.mil.

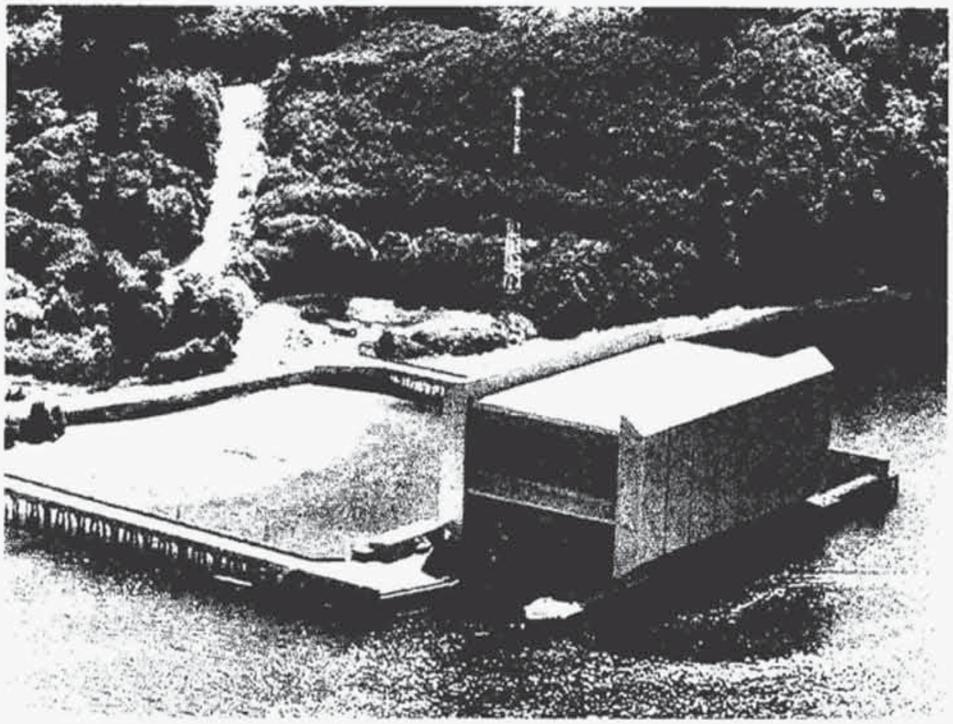
Sincerely,

M. J. Olson
Captain, U.S. Navy
Commanding Officer

Enclosures: 1. Explosive Handling Wharf 1
2. Area of Potential Effects highlighted in yellow
3. Proposed work

3

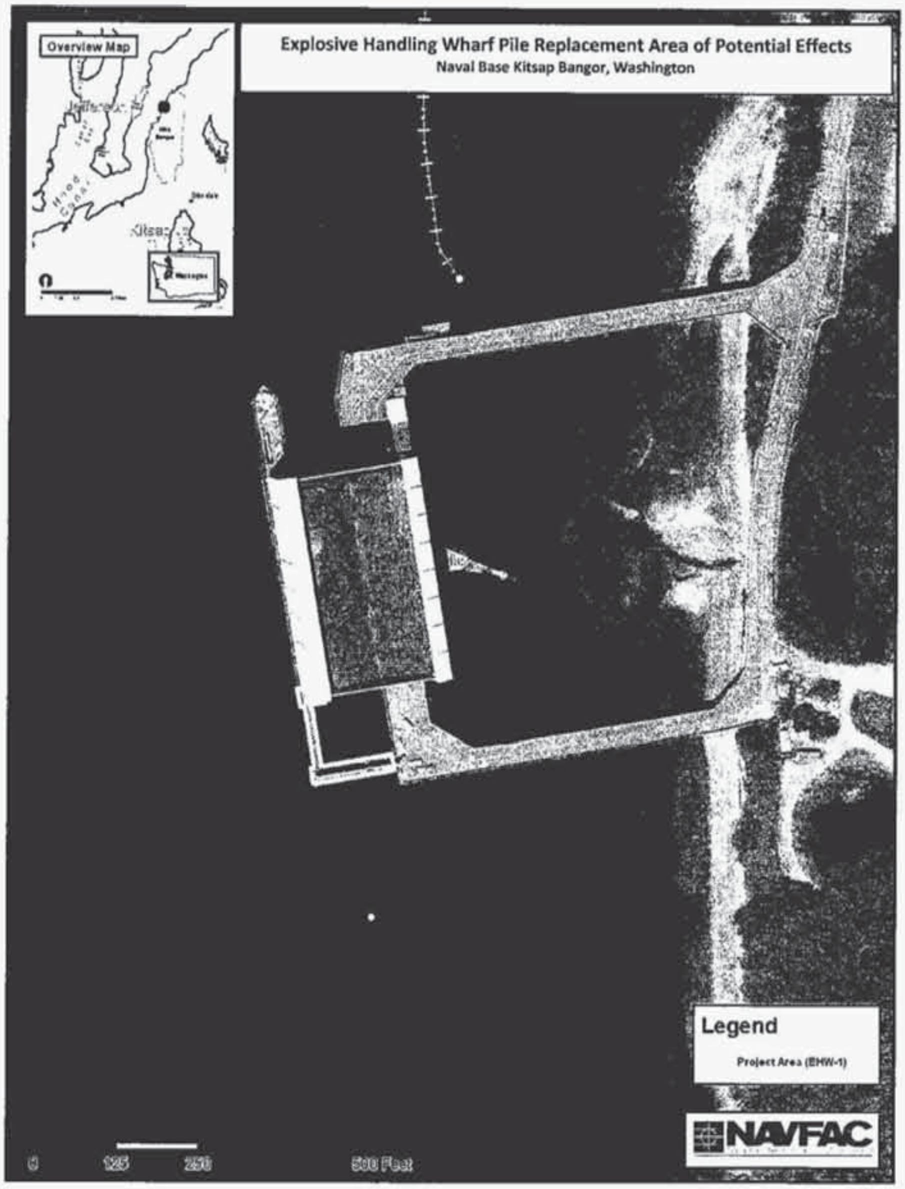
SUBJECT: EXPLOSIVE HANDLING WHARF PILING REPLACEMENT



Enclosure (1) Explosive Handling Wharf 1

4

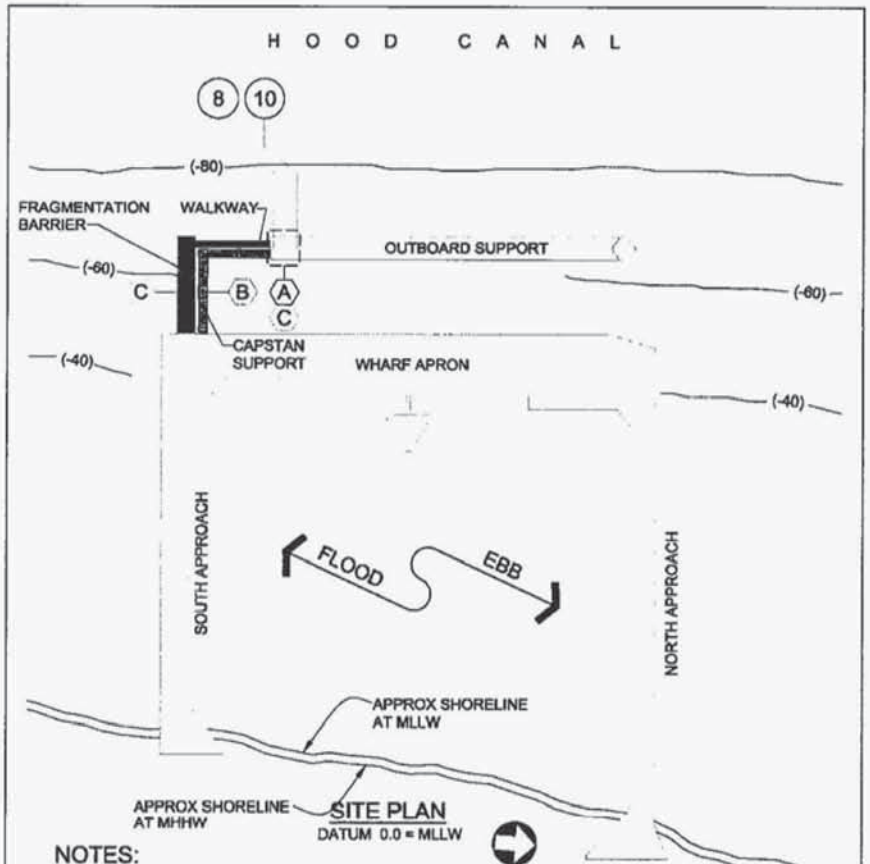
SUBJECT: EXPLOSIVE HANDLING WHARF PILING REPLACEMENT



Enclosure (2) Area of Potential Effects highlighted in yellow

5

SUBJECT: EXPLOSIVE HANDLING WHARF PILING REPLACEMENT



NOTES:

A. REMOVE (1) 24"Ø STEEL FENDER PILE, INSTALL (16)-30"Ø STEEL PILES, CONSTRUCT NEW PILE CAPS, INSTALL PASSIVE CP SYSTEMS.

B. REMOVE (2)-24"Ø STEEL FENDER PILES, INSTALL (12)-30"Ø STEEL PIPE PILES, CONSTRUCT CONCRETE PILE CAPS AND SUPERSTRUCTURE FOR CAPSTAN SUPPORT, INSTALL PASSIVE CP SYSTEMS.

C. DEMOLISH FRAGMENTATION BARRIER AND WALKWAY, DEMOLISH (96)-24" HOLLOW CONCRETE PILES TO MUDLINE, REMOVE (39)-12"Ø STEEL FENDER PILES.

GRAPHIC SCALE	NAVAL BASE KITSAP- BANGOR WA REPAIRS TO THE EXPLOSIVE HANDLING WHARF (EHW-1) SITE PLAN
0 75 150 300 FT 1"=150'	

Enclosure (3) Proposed work

6

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

April 4, 2011

Capt. M. J. Olson
Commanding Officer
Naval Base Kitsap
120 S. Dewey St.
Bremerton, WA 98314-5020

In future correspondence please refer to:
Log: 040411-12-USN
Property: Naval Base Kitsap - Bangor, Explosive Handling Wharf (Facility 7501)
Re: Piling Replacement

Dear Capt. Olson:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The above referenced project has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

I concur that the current project as proposed will have "NO ADVERSE EFFECT" on the National Register eligible property. If additional information on the project becomes available, please contact DAHP for further consultation.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. In addition, to assist you in conducting a survey, DAHP has developed a set of cultural resource reporting guidelines, a copy of which you can obtain from our website. Finally, please note that DAHP requires that all cultural resource reports be submitted in PDF format. For further information please go to
http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Stephen A. Mathison

Stephen A. Mathison
Historical Architect
(360) 586-3079
stephen.mathison@dahp.wa.gov

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION
Protect the Past, Shape the Future

APPENDIX D

ESA Consultations

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/ 00090
10 Feb 10

Matthew H. Longenbaugh
U. S. Department of Commerce
National Marine Fisheries Service
510 Desmond Drive SE, Ste 103
Lacey, WA 98203

Dear Mr. Longenbaugh

Subj: EXPLOSIVES HANDLING WHARF (EHW) PILING REPLACEMENT PROJECT NAVAL BASE KITSAP - BANGOR

The Navy proposes to install 29 new 30-inch diameter steel pipe piles at the EHW from July 2010 to February 2012. No more than 15 piles will be driven in any seasonal work window. The new piles will be driven using a vibratory hammer to the designed embedment depth. Furthermore, a total of 112 24-inch diameter hollow precast concrete piles will be cut to the mudline and removed. Naval Base Kitsap - Bangor is federal property outside the land use jurisdiction of Kitsap County. The project is planned to be accomplished in Fiscal Years 2010 to 2012.

This Biological Evaluation (Enclosure 1) is submitted for your review.

If you have questions or concerns about the proposed project, please contact Tyler Yasenak at (360) 315-2452 or tyler.yasenak@navy.mil.

Sincerely,

M. J. Olson
Captain, U.S. Navy
Commanding Officer

Enclosure: 1. Biological Evaluation, Explosive Handling Wharf (EHW) Piling Replacement Project Naval Base Kitsap - Bangor

DEPARTMENT OF THE NAVY
NAVAL BASE KITSAP
120 SOUTH DEWEY ST
BREMERTON, WA 98314-5020

5090
Ser PRB4/00094
11 Feb 10

Martha Jensen
U. S. Fish and Wildlife Service
510 Desmond Drive SE, Ste 102
Lacey, WA 98203

Dear Ms Jensen

Subj: EXPLOSIVES HANDLING WHARF (EHW) PILING REPLACEMENT PROJECT NAVAL BASE KITSAP - BANGOR

The Navy proposes to install 29 new 30-inch diameter steel pipe piles at the EHW from July 2010 to February 2012. No more than 15 piles will be driven in any seasonal work window. The new piles will be driven using a vibratory hammer to the designed embedment depth. Furthermore, a total of 112 24-inch diameter hollow precast concrete piles will be cut to the mudline and removed. Naval Base Kitsap - Bangor is federal property outside the land use jurisdiction of Kitsap County. The project is planned to be accomplished in Fiscal Years 2010 to 2012.

This Biological Evaluation (Enclosure 1) is submitted for your review.

If you have questions or concerns about the proposed project, please contact Tyler Yasenak at (360) 315-2452 or tyler.yasenak@navy.mil.

Sincerely,

M. J. Olson
Captain, U.S. Navy
Commanding Officer

Enclosure: 1. Biological Evaluation, Explosive Handling Wharf (EHW) Piling Replacement Project Naval Base Kitsap - Bangor

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Northwest Region
7600 Sand Point Way N.E., Bldg. 1
Seattle, Washington 98115

NMFS Tracking No.:
2010/00463

May 14, 2010

Captain M. J. Olson
Naval Base Kitsap
120 South Dewey Street
Bremerton, WA 98314-5020

Re: Endangered Species Act Section 7 Informal Consultation for the proposed Explosives Handling Wharf Piling Replacement at Naval Base Kitsap at Bangor, Kitsap County, Washington (HUC 17110018, Hood Canal)

Dear Commander Olson:

This correspondence is in response to your request for consultation under the Endangered Species Act (ESA). The National Marine Fisheries Service (NMFS) has reviewed the Biological Evaluation (BE) received on February 17, 2010, and additional information received on April 6 and April 28, 2010, for the proposed Explosives Handling Wharf Piling Replacement project. The Navy requested concurrence with its determination that the proposed action "may affect, not likely to adversely affect" the Puget Sound/Georgia Basin Distinct Population Segments (DPSs) of yelloweye rockfish (*Sebastes ruberrimus*), canary rockfish (*S. pinniger*), and bocaccio rockfish (*S. paucispinis*), Puget Sound (PS) Chinook salmon (*Oncorhynchus tshawytscha*), PS steelhead (*O. mykiss*), and Hood Canal (HC) summer-run chum salmon (*O.keta*), for the above-referenced project. Consultation, conducted under Section 7(a)(2) of the ESA and its implementing regulations (50 CFR Part 402), was initiated on April 28, 2010.

The Navy proposes to repair their Explosives Handling Wharf at Naval Base Kitsap on the eastern shore of Hood Canal at Bangor, Kitsap County, Washington. The wharf consists of two 100-foot access trestles and a 700-foot long main pier deck. Construction work proposed for the 2010 in-water work window (16 July 2010 to 14 February 2011) includes the installation of 15 new 30-inch diameter steel piles, the construction of two cast-in-place concrete pile caps, the installation of three sled-mounted passive cathode protection systems, and the installation of three suspended fender elements at the dolphin. Construction work proposed for the 2011 in-water work window (16 July 2011 to 14 February 2012) includes the installation of 14 new 30-inch diameter steel piles, the construction of new concrete pile caps, the installation of pre-stressed concrete superstructure, and the installation of two sled-mounted passive cathode protection systems.

Proposed work also includes the demolition and removal of the fragmentation barrier, the walkway, and 112 24-inch diameter hollow concrete piles (to the mudline).

The pile replacement activity will occur in water depths of 55 to 65 feet relative to mean lower low water (MLLW). All steel piles will be driven with a vibratory hammer but some piles may be proofed for the final three feet with an impact hammer, depending on local substrate. The Navy will use a bubble curtain for sound attenuation during any impact pile driving operations. As described in the BE and supplemental information, the Navy will monitor sound pressure levels (SPLs) and sound exposure levels (SELs) to determine if the bubble curtain is properly installed and functioning as proposed. Impact pile driving will not occur on more than five days for the duration of any in-water work window and no more than one pile will be proofed in a given day.

Documented forage fish spawning areas are at least a mile to the north or south of the project site. No eelgrass or kelp beds are in the project footprint; the closest documented kelp beds begin approximately 1800 feet to the north, with a patchy distribution. The action area for this project includes the upper portion of Hood Canal, from the Hood Canal Bridge south to the end of the Toandos Peninsula, about 2 by 14 miles, to account for elevated SPLs and SELs from impact pile driving.

Potential Effects on Listed Species

The proposed project could potentially affect ESA-listed fishes through short-term construction effects including the creation of suspended sediments during pile driving and removal activities and increased SPLs during any impact pile driving.

Some sediment will become suspended during pile driving and removal activities. The effects of suspended sediment on fish can include gill abrasion, stress, and disorientation. However, the severity of effect is a function of the sediment concentration and exposure time. Sediment plumes from pile driving and removal will be very localized and short-lived and are not expected to measurably affect any ESA-listed fishes that may be present in the project area.

Elevated levels of underwater sound can be so great as to kill or injure fish, and the injuries can include inner ear damage, hemorrhaging, eye damage, and damage to internal organs. Sublethal injuries may eventually result in death, for example, by causing a fish to be more susceptible to predation. Impact pile driving used to proof individual piles will result in SPLs and SELs that will be somewhat attenuated by the use of a bubble curtain. NMFS assumes that the bubble curtain will attenuate sound levels by 10 decibels during impact pile driving, and has estimated the area around each pile where fish would be considered at risk for the onset of physical injury. NMFS assumes that the SEL will accumulate over an estimated 100 strikes to complete the proofing of any single pile, and has estimated that the area of potential injury for listed fishes will be 130 feet radius around each pile.

Species Determinations

Puget Sound Chinook Salmon
Puget Sound Steelhead
Hood Canal summer-run Chum Salmon

Generally, PS Chinook salmon juveniles emigrate from freshwater natal areas for estuarine and nearshore habitats from January through April as fry, and from April through early July as larger subyearlings. Juvenile PS Chinook salmon are likely present in the action area during the in-water work window; however, by July juvenile PS Chinook salmon are sufficiently large to no longer orient to the shoreline. As the juveniles increase in size they occupy deeper, offshore waters in search of larger prey. NMFS believes there is a very low likelihood that individual juvenile Chinook salmon would be in close proximity to project construction activities for long enough periods of time to result in their exposure to harmful SPLs or harmful concentrations of suspended sediments.

Typically PS steelhead juveniles emigrate from natal rivers as 2-year old smolts from March through June, peaking in April and May. In a study conducted in Hood Canal in 2006 and 2007, acoustically tagged steelhead smolts from four Hood Canal rivers emigrated from their respective natal river mouth to the Hood Canal Bridge over an average of 15 to 17 days. By mid-July, most PS steelhead juveniles from rivers in Hood Canal would have travelled past the Hood Canal Bridge, and would not be present in the action area during in-water work.

Juvenile HC summer-run chum salmon emigrate from natal rivers as fry from mid-February through April, peaking in late March. Migrating HC summer-run chum salmon are assumed to progress rapidly northward towards coastal water masses, and are estimated to peak in abundance at the mouth of Hood Canal by April 1. Therefore juvenile HC summer-run chum salmon would not be present in the action area during in-water work.

Adult PS Chinook salmon, PS steelhead, and HC summer-run chum salmon will immigrate through the action area during the in-water work period. However, as described for juvenile Chinook salmon, they typically travel in deeper waters and would not be in close proximity to project construction activities for long enough periods of time to result in their exposure to harmful SPLs or harmful concentrations of suspended sediments.

Yelloweye rockfish
Canary rockfish
Bocaccio

The NMFS listed the Puget Sound/Georgia Basin DPSs of yelloweye rockfish and canary rockfish as threatened and bocaccio as endangered under the ESA on April 27, 2010 (75 FR 22276) with an effective date of July 27, 2010.

Rockfish fertilize their eggs internally and the young are extruded as larvae. Rockfish larvae are pelagic, often found near the surface of open waters, under floating algae, detached seagrass, and kelp. Juvenile bocaccio and canary rockfish settle onto shallow nearshore water in rocky or cobble substrate with or without kelp at 3 to 6 months of age, and move to progressively deeper waters as they grow (Love et al., 2002). Juvenile yelloweye rockfish do not occupy intertidal waters (Love et al., 1991) and are very unlikely to be within the project area. Adult yelloweye rockfish, canary rockfish and bocaccio have been documented in Hood Canal (Washington 1977), and typically occupy waters from 40 to 250 meters (131 to 820 feet) (Love et al., 2002).

Adult and juvenile ESA-listed rockfish may be within the action area during the in-water work window, but are not expected to occur within the 130-foot radius of the project where harmful effects may occur. Adult ESA-listed rockfish may be present in deeper waters further offshore outside of the 130-foot radius from the projects area where injury could occur, and thus not be exposed to either harmful SPLs or harmful concentrations of suspended sediments. Given their life-history, juvenile yelloweye rockfish are not expected to occur in the nearshore of Hood Canal and the action area. If any juvenile and subadult canary rockfish or bocaccio are within the action area, they would be expected to be found near benthic areas with steep slopes, rock, or kelp beds. Thus juvenile or subadult canary rockfish and bocaccio are not expected to be within the 130 foot radius of the project where injury could occur from exposure to effects such as elevated turbidity or noise, as the closest kelp beds are approximately 1800 feet away.

Therefore, the potential effects are discountable and NMFS agrees that the proposed action is not likely to adversely affect PS Chinook salmon, PS steelhead, HC summer-run chum salmon, yelloweye rockfish, canary rockfish, or bocaccio.

Critical Habitat Determinations

The NMFS designated critical habitat for the PS Chinook and HC summer-run chum Evolutionary Significant Unit (ESU) on September 2, 2005 (70 FR 52630) with an effective date of January 2, 2006. The final rule excluded Department of Defense areas from designated critical habitat for 12 ESUs (including the PS Chinook and HC summer-run chum ESUs) and critical habitat has not been proposed for the DPSs of PS steelhead or the three species of rockfish; therefore effects on critical habitat were not analyzed.

This concludes informal consultation pursuant to the regulations implementing the ESA, 50 CFR 402.13. The Navy must reinitiate this ESA consultation if new information reveals effects of the actions that may affect listed species or designated critical habitat in a way not previously considered, the actions are modified in a manner that causes an effect to the listed species or designated critical habitat that was not previously considered, or a new species is listed, or critical habitat designated, that may be affected by the identified actions.

The NMFS appreciates your efforts to comply with the requirements under the ESA. NMFS agrees there is likely no adverse effect on essential fish habitat. If you have any questions, please contact Tami Black (Tami.Black@noaa.gov, (360) 753-6042) at the Washington State Habitat Office.

Sincerely,

Barry A. Thom
Acting Regional Administrator

cc: P. Tyler Yasenak, Navy

References

Love, M.S., M. Carr, and L. Haldorson. 1991. The ecology of substrate-associated juveniles of the genus *Sebastes*. Env. Bio. Fish. 79: 533-545.

Love, M.S., M.M. Yoklavich, and L. Thorsteinson. 2002. The rockfishes of the Northeast Pacific. University of California Press, Berkeley, California.

Washington, P. 1977. Recreationally important marine fishes of Puget Sound, Washington. National Oceanic and Atmospheric Administration, Northwest and Alaska Fisheries Center.

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Washington Fish and Wildlife Office
510 Desmond Dr. SE, Suite 102
Lacey, Washington 98503

JUN - 8 2010

In Reply Refer To:
13410-2010-I-0190
Xref: 13410-2009-I-0172

Captain M. J. Olson
Department of the Navy
Naval Base Kitsap
ATTN: Tyler Yasenak
120 South Dewey Street
Bremerton, Washington 98314-5020

Dear Captain Olson:

Subject: Project: Explosives Handling Wharf (EHW) Piling Replacement Project, Naval Base Kitsap-Bangor

Your February 11, 2009, letter requested our concurrence with your determination of "may affect, not likely to adversely affect" bull trout (*Salvelinus confluentus*) and marbled murrelet (*Brachyramphus marmoratus*) for the U.S. Navy's (Navy) proposed piling replacement for the existing Explosives Handling Wharf at Naval Base Kitsap-Bangor, in Kitsap County, Washington. Your letter and Biological Evaluation were received in our office on February 16, 2010. On March 8, 2010, we requested additional information, and received the information from you on March 23 and April 28, 2010. We are responding to your request for informal consultation in accordance with section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*).

The Navy proposes to undertake several activities associated with the piling replacement project, resulting in repairs that would occur over two years during the recommended work window for fish (July 16 to February 14). During the first work window, the Navy is proposing to install 15 new 30-inch-diameter steel piles, two cast-in-place concrete pile caps, three sled-mounted passive cathodic protection systems, and three suspended fender elements. During the second work window, the Navy would install 14 new 30-inch diameter steel pilings, new concrete pile caps, a pre-stressed concrete superstructure, two sled-mounted passive cathodic protection systems, and related appurtenances. The Navy would also demolish and remove the existing fragmentation barrier, walkway, and 112 concrete piles (to the mudline).

The steel pilings would be installed using a vibratory pile driver, but an impact pile driver may be needed for proofing some of the piles, depending on local site conditions. If proofing is necessary, the use of an impact pile driver would be used for no more than 5 days each work window. Installation of steel piles would occur at any time during the proposed work window. A bubble curtain will be used to provide sound attenuation during proofing. The Biological Evaluation states that marbled murrelet monitoring would be conducted using an approved protocol that was developed for another recent pile replacement project at the same location (FWS Ref #13410-2009-I-0172). Our concurrence with your "may affect, not likely to adversely affect" determination for repairs to the existing EHW was based on a combination of summer densities of marbled murrelets in the project area, short duration of the work, and effectiveness of the surveys.

In recent meetings (May 26 and June 3, 2010) with the Navy related to a pile testing project for the second EHW, it became apparent that there might be additional pile driving activities occurring in the same location at the same time. We also reviewed the marbled murrelet survey report you provided on April 24, 2009, for pile driving associated with the installation of a wave screen at the nearby Carderock dock. Based on that monitoring report and results of marbled murrelet research studies that are currently being conducted throughout Puget Sound, we anticipate that marbled murrelets would be present in the action area during construction, and that the number of birds increases significantly during the winter months. We are particularly concerned with the potential effects to marbled murrelets associated with the use of an impact hammer to proof the steel piles. Impact pile driving and/or proofing can result in high underwater sound pressure levels (SPLs). High underwater SPLs have been shown to cause adverse physiological and neurological effects on a wide variety of vertebrate species (Cudahy and Ellison 2002; USDD 2002; Fothergill et al. 2001; Steevens et al. 1999; Yelverton et al. 1973) and are known to injure and/or kill fish by causing barotraumas (hemorrhage and/or rupture of internal organs, eyes), temporary stunning, and alterations in behavior (NMFS 2002; Turnpenny et al. 1994). Death can be instantaneous, occur within minutes after exposure, or occur several days later. In controlled experiments using underwater explosives, rapid changes in SPL caused internal hemorrhaging and mortality in submerged mallard ducks (Yelverton et al. 1973). We expect that impacts to marbled murrelets in the action area from the use of an impact pile driver to proof steel piles would be similar to those described above.

The Navy is proposing to implement several measures to reduce the potential for exposure of listed resources to the effects of impact pile proofing. However, based on the numerous marbled murrelets that were observed during the Carderock dock project, potential overlap of this project with additional pile driving proposed for the new EHW, and the Navy's desire to be able to install the piles during the winter months when marbled murrelet densities are higher, the monitoring effort does not provide a high enough degree of confidence that no marbled murrelets would be injured.

Captain M. J. Olson 3

For the reasons listed above, we are unable to concur with your "may affect, not likely to adversely affect" determination for marbled murrelets for the proposed action. We recommend that the Navy initiate *formal consultation* with the U.S. Fish and Wildlife Service for effects to marbled murrelets.

If you have any questions about this letter or our joint responsibilities under the Endangered Species Act, please contact Karen Myers at (360) 753-9098 or Martha Jensen at (360) 753-9000.

Sincerely,

Martha L. Jensen

for Ken S. Berg, Manager
Washington Fish and Wildlife Office

cc:
WDFW, Region 6, Montesano, WA
WDOE, Lacey, WA (L. Ochoa)

LITERATURE CITED

Cudahy, E. and W.T. Ellison. 2002. A review of the potential for in vivo tissue damage by exposure to underwater sound. White paper prepared for the Chief of Naval Operations by the Naval Submarine Medical Research Laboratory. Available at: http://www.surtass-lfa-eis.com/docs/CudahyEllison2002.pdf

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USDD (U.S. Department of Defense). 2002. Record of Decision for Surveillance Towed Array Sensor System Low Frequency Active (SURTASS LFA) Sonar. Federal Register. Volume 67, No. 141. July 23, 2002. Department of the Navy.

Yelverton, J.T., D.R. Richmond, E.R. Fletcher, and R.K. Jones. 1973. Safe Distance from Underwater Explosions for Mammals and Birds. Technical Report DNA 3114T. Defense Nuclear Agency. Department of Defense, Washington D.C.

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Washington Fish and Wildlife Office
510 Desmond Dr. SE, Suite 102
Lacey, Washington 98503

In Reply Refer To:
13410-2010-I-0190
X Ref. 13410-2009-I-0172

AUG - 5 2010

Captain M. J. Olson
Department of the Navy
Naval Base Kitsap
ATTN: Tyler Yasenak
120 South Dewey Street
Bremerton, Washington 98314-5020

Dear Captain Olson:

Subject: Explosives Handling Wharf (Existing), Piling Replacement

This is in response to your February 11, 2010, letter requesting our concurrence with your determination that the proposed action in Hood Canal, in Kitsap County, Washington, would "not likely adversely affect" federally listed species. A photocopy from your transmittal document(s) describing the proposed action is enclosed.

Specifically, you requested informal consultation pursuant to section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) for the federally listed species identified below (only those species that have been checked are addressed in this consultation request (See Enclosure).

☒ Bull trout (*Salvelinus confluentus*)

☒ Marbled murrelet (*Brachyramphus marmoratus*)

If you requested consultation for the bald eagle, please note that the bald eagle was removed from the Federal List of Threatened and Endangered Wildlife, effective August 8, 2007. Given that your project will be implemented after that date, consultation under section 7(a)2 of the Endangered Species Act is not required. We have therefore not provided concurrence on your effect determination for the bald eagle.

TAKE PRIDE IN AMERICA

Captain M.J. Olson 2

Based on the information provided in and/or with your cover letter and any additional information, we have concluded that effects of the proposed action to the above-identified federally listed resources would be insignificant and/or discountable. Therefore, for the reasons identified in the enclosures to this letter, we concur with your determination that the proposed action is "not likely to adversely affect" the above-identified federally listed resources. This letter and its enclosures constitute a complete response of the U.S. Fish and Wildlife Service to your request for informal consultation.

This concludes consultation pursuant to the regulations implementing the Endangered Species Act (50 CFR 402.13). This project should be re-analyzed if new information reveals effects of the action that may affect listed species or critical habitat in a manner, or to an extent, not considered in this consultation. The project should also be re-analyzed if the action is subsequently modified in a manner that causes an effect to a listed species or critical habitat that was not considered in this consultation, and/or a new species is listed or critical habitat is designated that may be affected by this project.

Our review and concurrence with your effect determination is based on the implementation of the project as described. It is the responsibility of the Federal action agency to ensure that projects that they authorize or carry out are in compliance with the regulatory permit and/or the ESA, respectively. If a permittee or the Federal action agency deviates from the measures outlined in a permit or project description, the Federal action agency has the obligation to reinitiate consultation and comply with section 7(d).

If you have any questions about this letter or our joint responsibilities under the Endangered Species Act, please contact the consultation biologist identified below, of this office.

U.S. Fish and Wildlife Service Consultation Biologist(s):

☒ Karen Myers (360 / 753-9098)

Sincerely,

John Stadtler for

Ken S. Berg, Manager
Washington Fish and Wildlife Office

Enclosures
Appendix 1 Checklist(s)

cc:
☒ WDFW, Region 6, Montesano, WA
☒ WDOE, Bellevue, WA (R. Padgett)

U.S. FISH AND WILDLIFE SERVICE
WASHINGTON FISH AND WILDLIFE OFFICE

BULL TROUT
ENDANGERED SPECIES ACT
SECTION 7 INFORMAL CONSULTATION CONCURRENCE RATIONALE

Project Name: Explosives Handling Wharf (Existing), Piling Replacement

DIRECT EFFECTS

1. Bull trout are not expected to be in the action area either because of the location of the action or because the action would occur during the recommended work window when bull trout are not anticipated to occur in the project area. Therefore, direct effects to bull trout from the proposed project would be discountable because of the following.

   ☒ The proposed action would occur during the recommended work window for the project area (July 16 to February 15), when bull trout are extremely unlikely to be present.

   ☒ The action area of the proposed project is located in or adjacent to the Kitsap Peninsula, including the eastern shore of Hood Canal, as well as Vashon and Bainbridge Islands, where, at the present time, bull trout occurrence in marine waters and their freshwater tributaries is very rare.

INDIRECT EFFECTS

1. Bull trout are not expected to be in the action area; therefore, indirect effects from operation of the proposed action and use of the facility after construction (if applicable) would be discountable because of the following:[1]

   ☒ The action area of the proposed project is located in or adjacent to the Kitsap Peninsula, including the eastern shore of Hood Canal, as well as Vashon and Bainbridge Islands, where, at the present time, bull trout occurrence in marine waters and their freshwater tributaries are very rare. Therefore, exposure of bull trout to the indirect effects of the proposed action is extremely unlikely.

2. Bull trout may or may not occur in the action area; however, effects to bull trout via their prey resources would be insignificant because of the following:

---

[1] Many areas of Puget Sound contain high-value spawning habitat for bull trout prey resources such as surf smelt (*Hypomesus pretiosus*), sand lance (*Ammodytes hexapterus*), and Pacific herring (*Clupea harengus*). This determination may not be appropriate for projects that would have significant, long-term negative effects to bull trout prey resources.

☒ Other: Eelgrass is present along the shoreline at the project site, and may serve as suitable spawning substrate for Pacific herring (*Clupea harengus pallasi*); however, pile proofing would not occur during the spawning window for Pacific herring. Additionally, the other proposed activities are not anticipated to measurably affect bull trout via their prey base. Therefore, effects to bull trout via their prey resources are considered insignificant.

3. Bull trout occur in the action area; however, with regard to other indirect effects

☒ Use of the proposed action would not exceed normal background sound levels in the project area. Therefore, effects are expected to be insignificant.

Consulting Biologist: Karen Myers, FWS Project Biologist — Date: August 2, 2010

Concurrence approved by: [signature] for, Federal Activities Branch Supervisor — Date: 8/5/2010

Note: The rationale expressed in this informal section 7 concurrence rationale checklist represents our current understanding of the effects of some commonly permitted federal actions to bull trout. This document does not express all possible rationale for insignificant or discountable effects to bull trout. This document is subject to change at any time due to the collection of new information or the need to clarify our rationale. However, any future changes to this concurrence rationale document would not be expected to necessitate reinitiation on previously completed consultations. Please see the "reinitiation" paragraph of the cover letter for a discussion of reinitiation triggers.

U.S. FISH AND WILDLIFE SERVICE
WASHINGTON FISH AND WILDLIFE OFFICE

MARBLED MURRELET AND MARBLED MURRELET CRITICAL HABITAT
ENDANGERED SPECIES ACT
SECTION 7 INFORMAL CONSULTATION CONCURRENCE RATIONALE

Project Name: Explosives Handling Wharf (Existing), Piling Replacement

MARBLED MURRELET CRITICAL HABITAT

☒ The proposed project, including indirect effects, will not occur within marbled murrelet critical habitat.

DIRECT EFFECTS

Nesting Marbled Murrelets

The project will not result in the destruction or modification of suitable marbled murrelet nesting habitat and

☒ The project is more than 0.25 mile from suitable marbled murrelet nesting habitat. Although the proposed construction will generate sounds above ambient levels via use of a vibratory and impact pile driver and other heavy equipment, the associated sound levels are extremely unlikely to affect marbled murrelets while on the nest or in the nest stand at this distance. Therefore, direct effects to marbled murrelets and their young while on the nest are expected to be discountable.

Foraging

☒ Marbled murrelets may be present during the proposed action. However, piles will be installed using a vibratory pile driver. The duration of disturbance and sound pressure levels generated are not expected to measurably affect the normal behavior patterns of marbled murrelets. Therefore, effects to foraging marbled murrelets are expected to be insignificant.

☒ Some of the 30-inch diameter piles may require proofing with an impact pile driver over the two-year construction period. Pile proofing will be limited to summer months (July 16 through September 30), when fewer marbled murrelets are anticipated to be in the action area of the project. Based on previous analysis and monitoring plans/results for projects in the area (see file for details), the U.S. Navy will implement a marbled murrelet monitoring plan, as described in the Biological Evaluation, to avoid pile driving if marbled murrelets are observed within 400 meters of proofing. Due to the implementation of the attached monitoring protocol and very short duration of proofing (15 minutes per pile, maximum of 5 days of proofing each summer), we anticipate that marbled murrelets would be extremely unlikely to be present within the potential area of injury during use of the pile driver. While marbled murrelets may occur in the

Marbled Murrelet – Page 1

larger area of potential behavioral effects, the short duration of the proposed pile driving and small number of piles is not anticipated to measurably affect marbled murrelet foraging activities. Therefore, injurious and behavioral effects to marbled murrelets would be discountable and insignificant, respectively.

Turbidity and Other Environmental Contaminants

☒ Project activities will cause prolonged/temporary periods (during vibratory installation of piles and other replacement activiteis) of elevated turbidity. Marbled murrelets are diving seabirds that rely on eyesight when hunting fish underwater. Because foraging efficiencies are appreciably reduced by high levels of turbidity, it is likely that marbled murrelets will avoid the area during dredging/construction. However, the area of impact is relatively small/or isolated and/or there are ample foraging opportunities adjacent to the project site and effects to foraging marbled murrelets are not expected to be measurable. Therefore, effects to marbled murrelets are considered insignificant.

☒ Other: The proposed action includes the installation of cast-in-place concrete pile caps and replacement of other components of the wharf. Framework for the concrete will occur in the dry at low tide, and all fresh concrete will be poured/installed out of the water or above the water line. Other Best Management Practices will be implemented to avoid spills of petroleum and other toxins into the water. Therefore, effects to marbled murrelets from spills of wet concrete or other contaminants are considered insignificant.

INDIRECT EFFECTS

Disturbance (Foraging)

☒ The indirect effects associated with operation of the completed action and use of the facility are not expected to result in sound pressure levels above background; therefore, disturbance of marbled murrelets is not anticipated to be measurable. Thus, effects to marbled murrelets would be insignificant.

Prey Resources[1]

☒ Eelgrass is present along the shoreline at the project site, and may serve as suitable spawning substrate for Pacific herring (*Clupea harengus pallasi*); however, pile proofing would not occur during the spawning window for Pacific herring, and the other proposed activities are not anticipated to measurably affect the prey base for marbled murrelets. Therefore, effects to marbled murrelets via their prey resources are considered insignificant.

[1] Many areas of Puget Sound contain high-value spawning habitat for marbled murrelet prey resources such as surf smelt (*Hypomesus pretiosus*), sand lance (*Ammodytes hexapterus*), and Pacific herring (*Clupea harengus*). This determination may not be appropriate for projects that would have significant, long-term negative effects to marbled murrelet prey resources.

Contaminants

☒ Operation of the proposed action and use of the facility are not expected to release or introduce environmental contaminants into or adjacent to the aquatic environment. Therefore, effects to marbled murrelets via exposure and/or uptake of contaminants will not occur.

Consulting Biologist: Karen Myers
FWS Project Biologist
Date: August 2, 2010

Concurrence approved by: J. Gottlieb for
Federal Activities Branch Supervisor
Date: 8/5/2010

Note: The rationale expressed in this informal section 7 checklist represents our current understanding of the effects of some commonly permitted federal actions to marbled murrelet. This document does not express all possible rationale for insignificant or discountable effects to marbled murrelet. This document is subject to change at any time due to the collection of new information or the need to clarify our rationale. However, any future changes to this concurrence rationale document would not be expected to necessitate reinitiation on previously completed consultations. Please see the "reinitiation" paragraph of the cover letter for a discussion of reinitiation triggers.

"Yasenak, Tyler CIV NAVFAC NW, Environmental" <tyler.yasenak@navy.mil>

07/29/2010 07:11 AM

To <Karen_Myers@fws.gov>

cc

bcc

Subject RE: EHW Pile Replacement

Karen,

Yes, after going back to the project manager they will be able to comply with the proofing no more than 5 piles per summer.

Tye

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

-----Original Message-----
From: Karen_Myers@fws.gov [mailto:Karen_Myers@fws.gov]
Sent: Wednesday, July 28, 2010 7:53
To: Karen_Myers@fws.gov
Cc: Yasenak, Tyler CIV NAVFAC NW, Environmental
Subject: RE: EHW Pile Replacement

Hi Tye,

Just following up on my last email to you--I haven't seen a response.
Thanks,

Karen Myers
Fish and Wildlife Biologist
US Fish and Wildlife Service,
Consultation and Technical Assistance Division 510 Desmond Drive SE Lacey, Washington
(360)753-9098

Karen Myers/WWO/R1/FWS/DOI

07/13/2010 09:29 AM

To "Yasenak, Tyler CIV NAVFAC NW, Environmental" <tyler.yasenak@navy.mil>

cc

Subject RE: EHW Pile Replacement(Document link: Karen Myers)

Hi Tye,

At this point in our analysis, it's less about the number of piles than it is about the number of days. Going back to your 3/23/2010 email to me, and correcting for the start year and season modifications, would it still be 5 days for each summer? Five days of impact pile proofing was the value that was used in the original analysis. Thanks--if that's the case, then we can probably wrap this up in short order. Let me know--I'm going to start drafting a LOC for this project (pending successful resolution of the issue), as soon as I send this email. Call if you have any questions.

Karen Myers
Fish and Wildlife Biologist
US Fish and Wildlife Service,
Consultation and Technical Assistance Division 510 Desmond Drive SE Lacey, Washington
(360)753-9098

"Yasenak, Tyler CIV NAVFAC NW, Environmental" <tyler.yasenak@navy.mil>

To <Karen_Myers@fws.gov>

cc

07/08/2010 07:47 AM

Subject RE: EHW Pile Replacement

Karen,

We had a meeting yesterday and it looks like we are going to postpone the project until the summer of 2011. We will attempt to do all of the pile driving activity during the summer months between 15 July - 31 October (with no impact pile driving activities after 30 September). If this were accomplished, what would be the maximum number of piles that we could proof during the summer months and still get a NLAA determination, with the following in mind:

1. We would only use an impact hammer when necessary (in 4 separate repair projects we haven't needed to proof any of the piles).
2. Only one pile would be driven in any given day.
3. Proofing would involve approximately 15 minutes worth of impact driving.

While we are hoping that there will be no need to use a impact hammer during project implementation, the Project Manager would like to minimize the monetary risk in case proofing is required (project delays due to re-initiation of ESA consultation).

Let me know if this raises any questions.

Tye

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

Biological Evaluation
Explosives Handling Wharf (EHW) Piling Replacement Project
Naval Base Kitsap – Bangor

Project Description

The proposed Explosives Handling Wharf (EHW) repair project will be implemented over a two year period. The proposed work for 2010 (16 July 2010 to 14 February 2011) includes the installation of fifteen new 30-inch diameter steel pipe piles, the construction of two cast-in-place concrete pile caps (concrete formwork may be located below MHHW), the installation of three sled mounted passive cathodic protection systems, and the installation of three W12x87 suspended fender elements at the dolphin.

The proposed work for 2011 (16 July 2011 to 14 February 2012) includes the installation of fourteen 30-inch diameter steel pipe piles, the construction of new concrete pile caps (concrete formwork may be located below MHHW), the installation of pre-stressed concrete superstructure, the installation of two sled mounted passive cathodic protection systems, and the installation/re-installation of related appurtenances. Work also includes: the demolition and removal of the fragmentation barrier, walkway, one hundred twelve 24 inch diameter hollow precast concrete piles to the mudline (includes 72 at fragmentation barrier, 4 at walkway, 4 at Bent 8 outboard support, and 8 (32 total) at Bents 9, 10, 12, and 14).

All steel pipe piles shall be driven open ended with a vibratory hammer. Some piles may be proofed for the final three feet with an impact hammer depending upon local geotechnical site condition. Impact pile driving will not occur on more than 5 days for the duration of any work window (15 July to 15 February) during the implementation of the project. Most of the in-water work will take place in this work window; however, some in-water work (such as the construction of concrete pile caps) may take place outside of this window if conditions described in the mitigation section are met. The pile replacement activity will occur in water depths of 55 to 65 feet (MLLW) (Figures 1 and 2).

Description of the Project Area

The EHW is located along the eastern shoreline of Hood Canal in Kitsap County, WA (Figure 3). The wharf is a U-shaped concrete structure constructed in 1977 for ordnance handling operations in support of the Trident Submarine squadron home ported at Naval Base Kitsap – Bangor. The EHW consists of two 100-foot access trestles and a main pier deck which measures approximately 700 feet in length. The wharf is supported by both 16-inch and 24-inch hollow octagonal pre-cast concrete piles. Additionally, there are steel and timber fender piles on the outboard and inboard edges of the wharf.

From: Tami Black [Tami.Black@noaa.gov]
Sent: Thursday, August 12, 2010 12:48 PM
To: Yasenak, Tyler CIV NAVFAC NW, Environmental
Subject: Re: in-water work windows for pile driving activities for the existing EHW at Bangor

Got it. Thanks Tye.

-Tami

Yasenak, Tyler CIV NAVFAC NW, Environmental wrote:
> Hi Tami,
>
> I have amended the BE for this project and it is on its way to you to reinitiate the consultation. However, I managed to mix up the dates of the pile driving activity. Can you use this e-mail as a correction? The work windows for the pile driving activity should be as follows:
>
> Impact Pile Driving: July 16th through September 30th Vibratory Pile
> Driving: July 16th through October 31st
>
> Thanks you and please let me know if you have any questions.
> Tye
>
>
>
> -----Original Message-----
> From: Tami Black [mailto:Tami.Black@noaa.gov]
> Sent: Tuesday, July 06, 2010 12:47
> To: Yasenak, Tyler CIV NAVFAC NW, Environmental
> Subject: Re: in-water work windows for pile driving activities for the
> existing EHW at Bangor
>
> Yes, correct.
>
> Yasenak, Tyler CIV NAVFAC NW, Environmental wrote:
>
>> Thanks Tami,
>>
>> But then after October no vibratory pile driving? Is that correct?
>>
>> Tye
>>
>>
>> P. Tyler Yasenak, Biologist
>> Naval Base Kitsap
>> Environmental Division
>> 7001 Finback Circle
>> Silverdale, WA 98315
>> Phone (360) 315-2452
>> Fax (360) 396-6933
>> Email: tyler.yasenak@navy.mil
>>
>>
>> -----Original Message-----

1

>> From: Tami Black [mailto:Tami.Black@noaa.gov]
>> Sent: Wednesday, June 30, 2010 9:23
>> To: Yasenak, Tyler CIV NAVFAC NW, Environmental
>> Cc: Alison Agness; Martha L Jensen@fws.gov
>> Subject: in-water work windows for pile driving activities for the
>> existing EHW at Bangor
>>
>> Hi Tye,
>>
>> I left you a voicemail yesterday after I talked with Alison Agness in our Protected Resources Division. And I just spoke with Martha Jensen at USFWS here re their recommended in-water work window for marbled murrelets.
>>
>> What you would end up with for the piling replacement project is:
>>
>> July 16 through the end of September, OK to do impact pile driving
>> (with sound attenuation device(s))
>>
>> And July 16 through end of October, OK to do vibratory pile driving
>>
>> Please let us know if that is workable for you, and please request re-initiation with NMFS (an email to me is fine) for consultation on the effects on Steller sea lions.
>> Thank you.
>> Tami Black
>> Habitat Conservation Division
>> NOAA Fisheries
>> (360) 753-6042
>>
>>

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Northwest Region
7600 Sand Point Way NE
Seattle, Washington 98115

NMFS Tracking No.:
2010 2010/04111

September 2, 2010

Captain M.J. Olson
Naval Base Kitsap
120 South Dewey Street
Bremerton, WA 98314-5020

Re: Endangered Species Act Section 7 Informal Consultation for the proposed Explosives Handling Wharf Piling Replacement at Naval Base Kitsap at Bangor, Kitsap County, Washington (HUC 17110018, Hood Canal)

Dear Commander Olson:

This correspondence is in response to your request to reinitiate informal consultation under the Endangered Species Act (ESA), as amended, 16 U.S.C 1531.

Endangered Species Act

The National Marine Fisheries Service (NMFS) received a request to reinitiate consultation and an amended Biological Evaluation for the proposed Explosives Handling Wharf Piling Replacement project on August 17, 2010. The request for reinitiation and BE amendment was specific to Steller sea lions, because of new information provided by the Navy on species occurrence in the project area. NMFS received additional information on August 24 and 25, 2010. The Navy requested concurrence with its determination that the proposed action may affect, but is not likely to adversely affect Steller sea lions (*Eumetopias jubatus*). NMFS' previous concurrence letter is still valid for salmonids, in which NMFS concurred that the proposed action is not likely to adversely affect the Puget Sound/Georgia Basin Distinct Population Segments (DPSs) of yelloweye rockfish (*Sebastes ruberrimus*), canary rockfish (*S. pinniger*), and bocaccio rockfish (*S. paucispinis*), Puget Sound (PS) Chinook salmon (*Oncorhynchus tshawytscha*), PS steelhead (*O.mykiss*), and Hood Canal (HC) summer-run chum salmon (*O. keta*) (NMFS 2010/00463). This response was prepared by NMFS pursuant to section 7(a)(2) of the ESA, implementing regulations at 50 CFR 402 and agency guidance for preparation of letters of concurrence, and concludes that the action, as proposed, is not likely to adversely affect Steller sea lions.

The Navy proposes to repair their Explosives Handling Wharf at Naval Base Kitsap on the eastern shore of Hood Canal at Bangor, Kitsap County, Washington from July 2011 to September 2012. The proposed project includes the installation of 29 new 30-inch steel piles, the construction of new cast-in-place concrete pile caps, the installation of pre-stressed concrete superstructure, the installation of five sled mounted passive cathodic protection systems, the installation of 3 W12x87 suspended fender elements at the dolphin, and the installation/re-installation of related appurtenances. Proposed work also includes the demolition and removal of the fragmentation barrier, walkway, and 112 24-inch diameter hollow precast concrete piles to the mudline. The steel piles will be installed using a vibratory hammer to the designed embedment depth. Some piles may be proofed using an impact hammer, depending on the local substrate. Impact pile driving will not occur on more than five days for the duration of any in-water work window and no more than one pile will be proofed in a given day.

To minimize the impact of construction, the Navy will use a bubble curtain for sound attenuation during any impact pile driving activities. Additionally, the applicant has agreed to complete pile driving activities during a portion of the approved work window, from July through September for impact pile driving, and from July through October for vibratory pile driving, for any given year, when it is extremely unlikely that Steller sea lions will occur in the action area. Most of the other in-water work will occur between July and February with no significant noise-producing activities from November to February.

The action area is located in the upper portion of Hood Canal, Washington. The action area includes the waters bound by direct line of sight to land in all directions from the project site because this is the area in which in-water noise will be elevated above the disturbance threshold for marine mammals.

Species Determination

Steller sea lions

Steller sea lions in Washington are from the eastern DPS. For the past 25 to 30 years, the eastern DPS has grown steadily at about 3 percent per year. In the final revised recovery plan (73 FR 11872) no threats to the continued recovery of the eastern DPS were identified. Nevertheless, NMFS evaluates whether the proposed action has the potential to affect Steller sea lions.

Steller sea lions can occur in Washington waters throughout the year; however, there are no breeding rookeries in Washington. Occurrence in inland waters of Washington is limited to primarily male and sub-adult Steller sea lions in fall, winter and spring months. Haul-out locations are used by Steller sea lions in coastal and inland waters of Washington. In recent years the Navy has documented less than ten Steller sea lions intermittently hauled out on submarines docked in the project area from November through April. Steller sea lions are generalist predators that eat a variety of fishes and cephalopods, including salmon.

Based on past Steller sea lion occupancy of the project area, their occurrence within the action area is extremely unlikely during the proposed pile driving work window between July and October. Given the short-term, intermittent nature of proposed construction and unlikely occurrence of Steller sea lions, NMFS concludes that potential effects are discountable because it is extremely unlikely that a Steller sea lion would be exposed to the proposed construction activities. In addition, the proposed action is not likely to adversely affect salmonid prey (as described in NMFS 2010/00463).

Therefore, the potential effects of the proposed project are discountable (disturbance) or insignificant (effects on prey) and NMFS agrees that the proposed project "may affect, but is not likely to adversely affect" Steller sea lions.

This concludes informal consultation pursuant to the regulations implementing the ESA, 50 CFR 402.13. The COE must reinitiate this ESA consultation if: (1) new information reveals effects of the action that may affect listed species or designated critical habitat in a way not previously considered, (2) the action is modified in a manner that causes an effect to the listed species or designated critical habitat that was not previously considered, (3) a new species is listed, or critical habitat designated, that may be affected by the identified action.
NMFS appreciates your efforts to comply with requirements under the ESA.

If you have questions, please contact Teresa Mongillo of the Protected Resources Division, (206) 526-4749, or email Teresa.Mongillo@noaa.gov.

Sincerely,

for William W. Stelle, Jr.
Regional Administrator

cc: P. Tyler Yasenak, Navy

From: Yasenak, Tyler CIV NAVFAC NW, Environmental [tyler.yasenak@navy.mil]
Sent: Friday, November 19, 2010 3:38 PM
To: Leicht, Gregory B CIV NAVFAC NW, Environmental
Subject: FW: Question about EHW Pile Replacement Project
Attachments: NOAA, LOC_Fish for EHW Piling Replacement Bangor, 14-5-2010.pdf; NOAA, LOC_Stellar for EHW Piling Replacement Bangor, 9-2-2010.pdf; Test Pile Location Kelp Fig.doc
Signed By: tyler.yasenak@navy.mil

Greg,

Here is the initial email that was sent to NOAA and that was then forwarded to Dan Tonnes. This will complete the message thread.

Tye

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

-----Original Message-----
From: Yasenak, Tyler CIV NAVFAC NW, Environmental
Sent: Wednesday, October 13, 2010 13:25
To: 'Tami Black'
Cc: 'matthew.longenbaugh@noaa.gov'
Subject: Question about EHW Pile Replacement Project

Tami,

We had completed the consultation on this project over the summer (LOCs attached). Your office had asked for information on kelp beds near project site. The Navy responded with the following:

The Navy is preparing to do a complete rockfish/rockfish habitat survey due to the proposed listing of these species. However, at this time we do not have maps of kelp beds in the vicinity of the project area. The Technical Report 2007-05 Kelp and Eelgrass in Puget Sound (www.pugetsoundnearshore.org/technical_papers/kelp.pdf) shows that intertidal and shallow subtidal non-floating kelp species are present, but "patchy" within line of sight of the proposed project.

However, a new survey report has been made available since then and there are kelp beds in the vicinity of the projects. The attached figure is from the EA and IHA for the project. Greg Leicht would like avoid re-initiating consultation on this project for the third time; however, we would like to get your feedback before a decision is made.

Thank you for your assistance,
Tye

1

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

From: Yasenak, Tyler CIV NAVFAC NW, Environmental [tyler.yasenak@navy.mil]
Sent: Monday, October 18, 2010 10:23 AM
To: 'Tami Black'
Subject: RE: kelp beds near existing
Signed By: tyler.yasenak@navy.mil

Tami,

I see a conflict that we would need to resolve. The work window that we were planning to use was July 16 - Oct 30th. This was due to Stellar sea-lions and marbled murrelets. So if we were to use the work window suggested below, then the protections for these species are lost.

Can you give me a call when you get in?

Thanks,
Tye

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

-----Original Message-----
From: Tami Black [mailto:Tami.Black@noaa.gov]
Sent: Thursday, October 14, 2010 13:25
To: Yasenak, Tyler CIV NAVFAC NW, Environmental
Cc: Matthew Longenbaugh; Dan Tonnes
Subject: kelp beds near existing

Hi Tyler,

I forwarded your email and attachments to Dan Tonnes - he reviews projects for potential effects to rockfish. Dan just called and sent me an email that I pasted in below. If you can work with a shortened inwater work window next year and start the inwater work in October rather than July, then we can just handle this by email and not reinitiate consultation. So, this season it's fine to continue inwater work through February 14, 2011, since it's already mid-October. Next year your inwater work window for the project would need to be October 1, 2011 through February 14, 2012.

Let me know if that will work for you, and thanks for getting the new information to us.
Tami Black
(360) 753-6042

"ESA-listed canary and bocaccio juveniles do use kelp beds, and may occur within the action area. However, juvenile rockfish move to deeper

1

waters over winter months. So, if the Navy agreed to an in-water work window of Oct 1 to Feb 14th of any year, then we could avoid another consultation. The effects of the action would be within the range of our original analysis."

2

From: Yasenak, Tyler CIV NAVFAC NW, Environmental [tyler.yasenak@navy.mil]
Sent: Friday, November 19, 2010 3:29 PM
To: Leicht, Gregory B CIV NAVFAC NW, Environmental
Subject: FW: kelp beds near existing
Attachments: dan_tonnes.vcf
Signed By: tyler.yasenak@navy.mil

Greg,

Here is the email from Dan.

Tye

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

-----Original Message-----
From: Dan Tonnes [mailto:Dan.Tonnes@noaa.gov]
Sent: Monday, October 18, 2010 15:27
To: Yasenak, Tyler CIV NAVFAC NW, Environmental
Subject: Re: kelp beds near existing

Hi Tyler,

Given the very short duration of the impact pile driving, I don't think reinitation is warranted.

Thanks.

Dan

Yasenak, Tyler CIV NAVFAC NW, Environmental wrote:
> Dan,
>
> The expected sound levels for the attached project are as follows:
>
> 30-inch steel piles (mitigated with bubble curtain)
> 202dB(peak)
> 185dB(RMS)
> 176dB(SEL)
>
> Again, the proofing is limited to 5 piles throughout the duration of the project. Similar maintenance activity has occurred in the past for this structure (on a semi-annual basis). For each event, the Project Managers have requested to be allowed to proof the piles; however, they have never needed to actually do the proofing. Even though they haven't needed to proof in the past, they are not willing to take the risk of assuming that proofing would not be required for this iteration.

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>
> Due to marbled murrelets and Stellar sea-lions we are currently limited to a work window of July 15 - Sep 30 for impact pile driving and July 15 - Oct 31 for vibratory pile driving.
>
> Please let me know if you need any additional information.
>
> Thank you for your assistance.
> Tyler
>
> P. Tyler Yasenak, Biologist
> Naval Base Kitsap
> Environmental Division
> 7001 Finback Circle
> Silverdale, WA 98315
> Phone (360) 315-2452
> Fax (360) 396-6933
> Email: tyler.yasenak@navy.mil
>
>
> -----Original Message-----
> From: Tami Black [mailto:Tami.Black@noaa.gov]
> Sent: Thursday, October 14, 2010 13:25
> To: Yasenak, Tyler CIV NAVFAC NW, Environmental
> Cc: Matthew Longenbaugh; Dan Tonnes
> Subject: kelp beds near existing
>
> Hi Tyler,
>
> I forwarded your email and attachments to Dan Tonnes - he reviews
> projects for potential effects to rockfish. Dan just called and sent
> me an email that I pasted in below. If you can work with a shortened
> inwater work window next year and start the inwater work in October
> rather than July, then we can just handle this by email and not
> reinitiate consultation. So, this season it's fine to continue
> inwater work through February 14, 2011, since it's already
> mid-October. Next year your inwater work window for the project would
> need to be October 1, 2011 through February 14, 2012.
>
> Let me know if that will work for you, and thanks for getting the new
> information to us.
> Tami Black
> (360) 753-6042
>
>
> "ESA-listed canary and bocaccio juveniles do use kelp beds, and may
> occur within the action area. However, juvenile rockfish move to
> deeper waters over winter months. So, if the Navy agreed to an
> in-water work window of Oct 1 to Feb 14th of any year, then we could
> avoid another consultation. The effects of the action would be within
> the range of our original analysis."
>
>
>

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To: Proctor, Kelly A CIV NAVFAC Atlantic
Subject: RE: EHW 1 Pile Replacement Project Telephone Conversation

-----Original Message-----
From: Glazier, Nancy D CIV NAVFAC NW, 09C
Sent: Wednesday, November 10, 2010 11:31
To: Goodman, Layna CIV NAVFAC; Proctor, Kelly A CIV NAVFAC Atlantic; Shepherd, David S CIV NAVFAC Lant
Subject: FW: EHW 1 Pile Replacement Project Telephone Conversation

-----Original Message-----
From: Yasenak, Tyler CIV NAVFAC NW, Environmental
Sent: Wednesday, November 10, 2010 8:21
To: Glazier, Nancy D CIV NAVFAC NW, 09C
Subject: FW: EHW 1 Pile Replacement Project Telephone Conversation

Here is the email that went to Kevin.

Tye

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

-----Original Message-----
From: Yasenak, Tyler CIV NAVFAC NW, Environmental
Sent: Wednesday, November 03, 2010 9:15
To: 'kevin_shelley@fws.gov'
Subject: EHW 1 Pile Replacement Project Telephone Conversation

Kevin,

This confirms our telephone conversation of October, 27 2010 regarding the EHW Pile Replacement Project.

1. The 400 meter radius of the monitoring effort is not a calculated value. It is from the agreed upon protocol for EOD.
2. The most important factor in agreeing with our NLAA call is that the radius of injury (293 meters) falls within the monitoring effort.
3. Kevin has a complicated calculator that predicts the risk of exposure (considering population densities, feeding behavior, likelihood of the bird being underwater during pile driving activity). He is planning to present this calculator to EOD personnel and would like to expand participation to our project planners.

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4. Although there may be birds within the 1,585 meter radius of behavioral impact, due to the short duration and small number of piles it is not anticipated to measurably affect foraging activities.
5. Kevin does not feel that re-initiation is necessary and stands by the LOC as it was originally written.
6. Kevin wanted to stress that the reason that the Test Pile Project is being scrutinized to a greater degree is because the piles are larger (40-60 inches vs. 30) and there is more uncertainty about how far the radius of injury will spread.

Based on this information you informed the Navy that the Service does not want to reinitiate consultation on this project.

Please reply to confirm that this email accurately describes the substance of our conversation and the Service's position regarding reinitiation of consultation.

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

From: Yasenak, Tyler CIV NAVFAC NW, Environmental [tyler.yasenak@navy.mil]
Sent: Wednesday, November 24, 2010 12:55 PM
To: Leicht, Gregory B CIV NAVFAC NW, Environmental
Subject: FW: EHW 1 Pile Replacement coordination, (USFWS reference # 13410-2010-I-0190)
Signed By: tyler.yasenak@navy.mil

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

-----Original Message-----
From: Karen_Myers@fws.gov [mailto:Karen_Myers@fws.gov]
Sent: Wednesday, November 24, 2010 9:52
To: Yasenak, Tyler CIV NAVFAC NW, Environmental
Cc: Martha_L_Jensen@fws.gov
Subject: EHW 1 Pile Replacement coordination, (USFWS reference # 13410-2010-I-0190)

Hello Tye,

As you requested during our recent phone conversation on November 3, 2010, I am providing a summary of the rationale for our concurrence on your "may affect, not likely to adversely affect" (NLAA) determination for marbled murrelets (murrelets) associated with repairs at the existing Explosives Handling Wharf. The concurrence letter for this action was mailed to you on August 5, 2010. Our concurrence for that project was based on an evaluation that includes calculations used to determine the risk of exposure. Factors used to determine the likelihood of exposure include time of year (murrelet density), duration (minutes and/or days of impact driving), and survey effort and efficiency (detecting birds and ability to stop pile driving immediately, if needed).

As a brief history of the consultation, I have provided the following explanation/rationale:

1. Initial response to your request for consultation: On June 8, 2010, we sent you a letter of non-concurrence on your NLAA determination due to potential concerns associated with effects from impact proofing of steel piles and underwater sound pressure levels (SPLs) that had the potential to injure marbled murrelets. According to the information we were provided, the Navy wanted to be able to install the piles at any time during the recommended in-water work window for fish (July 16 to February 15). Based on research, murrelet densities are much higher in the project area during the winter, as was confirmed with the results of murrelet monitoring from the Carderock project. At the time, you were unable to commit to use of the impact pile driver being limited to the summer, when fewer murrelets are anticipated to be present in the project area. Secondly, the proposed monitoring effort* was not sufficient to provide a high enough degree of

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confidence that murrelets would not be exposed to injurious underwater SPLs during the proposed work window (i.e., July 16 to February 15, including the winter). As a result of these factors, we determined we could not concur with your NLAA call.

*For reference: in the murrelet monitoring protocol that was submitted with the consultation request, the Navy estimated that underwater SPLs that could result in injury would extend to approximately 300 meters from the pile during impact pile proofing. However, to provide a margin of safety, the Navy's murrelet monitoring plan specified a survey area of 400 meters to reduce the risk of exposure of murrelets to injurious underwater SPLs.

2. Navy follow-up to the letter of non-concurrence: After additional discussion and coordination, the Navy was able to adjust the project description to reduce the risk to murrelets. Specifically, these measures included: 1) only one pile would be proofed in any given day, with proofing lasting approximately 15 minutes, 2) proofing would occur for a maximum of 5 days per construction year, 3) proofing would only occur during the summer.

3. Rationale for our concurrence on August 5, 2010, with your NLAA determination for murrelets after your project description changes:

We analyzed the potential for injurious effects to occur as a result of the proposed action:

-There was some discussion during consultation as to whether proofing would actually be necessary at all, based on other recent work at the project site. However, the consultation included consideration of pile proofing if it is needed as a contingency. The pile proofing, if necessary, would be limited to summer months (July 16 through September 30), when fewer murrelets are anticipated to be in the action area of the project.

-Additionally, any proofing that occurs would be of very short duration. Each pile proofing event would last a maximum of 15 minutes, only one pile proofing event would occur each day, and pile proofing would be limited to 5 days each summer over two years (total of 10 days). This short duration of proofing is expected to reduce the potential for murrelets to enter the monitoring area undetected and be exposed to injurious SPLs.

-The implementation of the marbled murrelet monitoring protocol during the summer, when fewer murrelets are expected to be in the area compared to winter, was expected to be more effective at reducing the exposure risk of murrelets to injurious SPLs. The monitoring plan would require immediate shut-down of the during impact proofing if a marbled murrelet is observed within 400 meters of the pile driver. The additional safety margin distance to the observation area radius (resulting in a 400 meter monitoring area as described above) is expected to further reduce the risk of exposure. Consequently, we anticipated that murrelets would be extremely unlikely to be present in the potential area of injury during pile proofing, should it occur.

For these reasons, we concurred in our letter that injurious effects to marbled murrelets would be discountable (i.e., extremely unlikely to occur), if proofing was necessary.

We also analyzed the potential for behavioral effects to occur as a result

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of the proposed action:

-While SPLs that can result in behavioral disturbance are expected to travel well beyond the monitoring area, we determined that behavioral effects from the proposed action were insignificant because the proofing activities would be of very short duration. As described above, each pile proofing event would last a maximum of 15 minutes, only one pile proofing event would occur each day, and pile proofing would be limited to 5 days each summer over two years (total of 10 days). While proofing of steel piles, as well as vibratory installation of piles, may result in behavioral effects to murrelets at a greater distance than 300 (or 400 meters), we do not anticipate that these brief stressors will measurably affect murrelet foraging activities or other normal behavior patterns of marbled murrelets. For these reasons, we concurred in our letter that behavioral effects to marbled murrelets would be insignificant. We did not request that the murrelet monitoring area be extended to the limits of the area of potential behavioral effects because we did not think this was needed based on the very short duration of pile proofing.

Please note that we are refining our analyses of impacts to marbled murrelets from projects that involve impact installation of piles and/or proofing. As we continue to receive and further analyze new data on sound impacts to aquatic biota (including, but not limited to, marbled murrelets), we are incorporating this new information into our analyses. Also, please note that various pile driving/proofing projects may have significantly different areas and/or risk of potential exposure for injury or behavior depending on pile size, substrate, water depth and site conditions or other considerations. Please let me know if you have any questions or need further clarification. Thanks,

Karen Myers
Fish and Wildlife Biologist
US Fish and Wildlife Service,
Consultation and Technical Assistance Division
510 Desmond Drive SE
Lacey, Washington
(360)753-9098

"Yasenak, Tyler CIV NAVFAC NW, Environmental" <tyler.yasenak@navy.mil>		To
	<Karen_Myers@fws.gov>	
		cc
11/19/2010 12:32 PM		Subject
	Email for EHW 1 Pile Replacement EA	

Karen,

I just wanted to check on the status of the email that we had talked about a couple of weeks ago that was to be included in the EHW 1 Pile Replacement EA. If you have any questions please feel free to call.

Thanks,
Tye

P. Tyler Yasenak, Biologist
Naval Base Kitsap
Environmental Division
7001 Finback Circle
Silverdale, WA 98315
Phone (360) 315-2452
Fax (360) 396-6933
Email: tyler.yasenak@navy.mil

From: Proctor, Kelly A CIV NAVFAC Atlantic
Sent: Wednesday, December 15, 2010 11:44 AM
To: Shepheard, Sarah CIV NAVFAC Atlantic
Subject: FW: EHW 1 Pile Replacement coordination, (USFWS reference # 13410-2010-I-0190)
Attachments: FW: EHW 1 Pile Replacement coordination, (USFWS reference # 13410-2010-... (12.9 KB); FW: kelp beds near existing (8.73 KB); FW: Question about EHW Pile Replacement Project (2.04 MB)
Signed By: kelly.proctor@navy.mil

Kelly Proctor
Natural Resources Specialist
Environmental Planning, NEPA Section
Naval Facilities Engineering Command Atlantic
6506 Hampton Blvd. Bldg A Norfolk, VA 23508
Phone: (757)322-4686
Fax: (757)322-4894

-----Original Message-----
From: Leicht, Gregory B CIV NAVFAC NW, Environmental
Sent: Monday, November 29, 2010 15:59
To: Glazier, Nancy D CIV NAVFAC NW, 09C; Proctor, Kelly A CIV NAVFAC Atlantic; Dildine, Thomas CIV NAVFAC NW, EV1
Cc: Stevenson, Christine CIV NAVFAC NW, EV1; Yasenak, Tyler CIV NAVFAC NW, Environmental
Subject: FW: EHW 1 Pile Replacement coordination, (USFWS reference # 13410-2010-I-0190)

All,
In February 2010, NBK initiated ESA Section 7 consultation with the USFWS and NMFS over proposed pile replacement work on EHW-1. The consultation with those Services was completed 2 September.

In October, LANT accomplished modeling of marbled murelet impacts, and concluded the USFWS Not Likely to Adversely Affect determination was flawed. LANT also identified additional information on the location of kelp beds and concluded NMFS' Not Likely to Adversely Affect determination was flawed. LANT asked the Services be provided with this information for them to re-evaluate the need for further consultation.

NBK staff contacted both of the Services, who acknowledged the new information and conclusions, but stood by their initial Not Likely to Adversely Affect determinations.

Emails from the services are attached for the AR.

V/r, Greg

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Finding of No Significant Impact
on Issuance of an Incidental Harassment Authorization to the U.S. Navy for Take of Marine Mammals Incidental to a Pile Replacement Project

National Marine Fisheries Service

National Oceanic and Atmospheric Administration Administrative Order (NAO) 216-6 (May 20, 1999) contains criteria for determining the significance of the impacts of a proposed action. In addition, the Council on Environmental Quality (CEQ) regulations at 40 CFR 1508.27 state that the significance of an action should be analyzed both in terms of 'context' and 'intensity'. Each criterion listed below is relevant to making a finding of no significant impact and has been considered individually, as well as in combination with the others. The significance of this action is analyzed based on the NAO 216-6 criteria and CEQ's context and intensity criteria. These include:

1. *Can the proposed action reasonably be expected to cause substantial damage to the ocean and coastal habitats and/or essential fish habitat (EFH) as defined under the Magnuson-Stevens Act and identified in FMPs?*

The pile replacement project is of short-term duration and will involve the removal of 138 steel and concrete piles at Explosive Handling Wharf 1 (EHW-1). Of the piles requiring removal, 96 are 24-in diameter hollow pre-cast concrete piles which will be removed using a pneumatic chipping hammer. The steel piles will be extracted using a vibratory hammer. Also included in the repair work is the installation of 28 new 30-in diameter steel pipe piles.

The effects of the Navy's action will primarily be from increased levels of sound resulting from pile driving, which will temporarily reduce the quality of water column EFH; these effects are temporary and will result in no long-term impacts to the environment. Pile driving would also locally increase turbidity and disturb benthic habitats and forage fish in the immediate project vicinity. The water column may experience increased sedimentation and turbidity during operational periods. However, due to the relatively low levels of organic contaminants and metals contained within the sediments at Naval Base Kitsap Bangor (NBKB), there will be only temporary and minimal degradation of the water column, with little to no impact on dissolved oxygen levels in the vicinity of the proposed project area. While some disruption to marine vegetation and benthic communities is unavoidable as a result of the placement and recovery of the test piles, these impacts will be temporary in duration, with a minimal and localized zone of influence; additionally, the project involves rehabilitation of an existing structure, so much of the work will occur in areas that are previously shaded and do not support aquatic vegetation. Areas of disruption are expected to recover to pre-disruption levels within a single growing season. Any behavioral avoidance by fish of the disturbed area would still leave significantly large areas of fish and marine mammal foraging habitat in the Hood Canal and nearby vicinity. Pile driving-related impacts to salmonid populations, which include ESA-listed species, would be minimized by adhering to the in-water work period designated for northern Hood Canal waters, when less than five percent of all salmonids that occur in NBKB nearshore waters are expected to be present.

The above information pertains to the Navy's test pile program. The NMFS proposed action, which is the authorization of marine mammal take incidental to the pile replacement project at EHW-1, will result in no damage to ocean and coastal habitats or EFH.

2. *Can the proposed action be expected to have a substantial impact on biodiversity and/or ecosystem function within the affected area (e.g., benthic productivity, predator-prey relationships, etc.)?*

The authorization of marine mammal take incidental to the Navy's pile replacement project will have no impact on biodiversity or ecosystem function. The Navy's pile replacement project may temporarily impact ecosystem function by i) temporarily creating elevated levels of underwater sound, thereby disturbing forage fish; ii) degrading water quality as a result of resuspension of bottom sediments from pile installation and barge and tug operations; and iii) directly damaging the benthos through pile driving and anchoring. Bottom disturbance would be temporary over a short-term project period and would be minimized due to the use of a bubble curtain or similar device to contain sediment plumes. Sediments would settle back in the general vicinity from which they rose, or would be dissipated by the strong tidal currents in the area. The temporary increase in turbidity, as well as direct impact to the benthos, is expected to decrease the light available for marine vegetation and to impact benthic invertebrates; however, these impacts would be minor and temporary in nature. Benthic organisms are very resilient to habitat disturbance and are likely to recover to pre-disturbance levels well within two years; however, due to the limited and temporary disturbance benthic organisms may recover even more quickly.

3. *Can the proposed action reasonably be expected to have a substantial adverse impact on public health or safety?*

The proposed action is not expected to result in any impacts related to public health and safety. Construction activities are not likely to release hazardous materials into the environment. Construction crews would follow applicable state and federal laws to ensure a safe working environment. The airborne noise associated with the Navy's proposed action would be no higher than 60 dB during construction, which is consistent with the Washington Noise Regulations under the Washington Administrative Code. The proposed action would not result in significant impacts to health and safety.

4. *Can the proposed action reasonably be expected to adversely affect endangered or threatened species, their critical habitat, marine mammals, or other non-target species?*

Endangered or threatened fish and marine mammal species occur in the vicinity of the Navy's pile replacement project. The proposed action – NMFS' authorization of incidental marine mammal take – is not expected to have a significant impact on endangered or threatened species. Timing restrictions preclude interactions with threatened Steller sea lions, the only ESA-listed marine mammal known to occur within the action area. Through informal consultation under Section 7 of the Endangered Species Act (ESA), NMFS determined that potential effects to endangered or threatened species are discountable or insignificant and agreed that the proposed action may affect, but is not likely to adversely affect, these species. Similarly, the U.S. Fish and

Wildlife Service (USFWS) concurred with the Navy's determination that the pile replacement project may affect, but is not likely to adversely affect, species under USFWS jurisdiction.

5. *Are significant social or economic impacts interrelated with natural or physical environmental effects?*

The proposed action will not have any social or environmental impacts. The impacts resulting from NMFS' authorization of marine mammal take incidental to the Navy's pile replacement project will be limited to, at most, temporary behavioral harassment of small numbers of marine mammals. No social or economic impacts will be associated with this authorization.

6. *Are the effects on the quality of the human environment likely to be highly controversial?*

NMFS' issuance of an incidental harassment authorization (IHA) will not have effects on the human environment that are likely to be highly controversial. There is not substantial debate over the proposed action's size, nature, or effect, nor is there such debate over the underlying action (the Navy's pile replacement project). Due to the limited duration and intensity of the project, and the implementation of appropriate mitigation and monitoring measures, there will not be significant impacts to natural resources in the project area. As such, the effects of this action are not likely to be controversial.

7. *Can the proposed action reasonably be expected to result in substantial impacts to unique areas, such as historic or cultural resources, park land, prime farmlands, wetlands, wild and scenic rivers, essential fish habitat, or ecologically critical areas?*

Access to NBKB, including the project site, is controlled by the Navy and is restricted to authorized military personnel, civilians, contractors, and local tribes. Tribal access is restricted to the beach south of Delta Pier, which is not in the vicinity of the project. Since no public recreational uses occur at the project site, the proposed action would have no direct impact to recreational uses or access in the surrounding community. In addition, the Washington State Historic Preservation Office concurred with the Navy's finding of "no historic properties affected", and no submerged archaeological sites are expected to occur in the vicinity of the proposed action. Traditional resources would not be impacted. The pile replacement project will occur in a shoreline area that already contains multiple built structures, and will not significantly degrade the existing environment. No other unique characteristics of the geographic area are known. NMFS' issuance of an IHA would not result in substantial impacts to any such places.

8. *Are the proposed action's effects on the human environment likely to be highly uncertain or involve unique or unknown risks?*

The effects of the Navy's proposed action are primarily related to the input of sound, resulting from pile driving, into the environment. Pile driving is a relatively well-studied action, and wildlife and the environment in the Hood Canal are relatively well understood. The implementation of mitigation and monitoring measures included in NMFS' IHA will ensure that no marine mammals are injured or killed, and that impacts to marine mammals are limited to, at most, temporary behavioral harassment. Monitoring of marine mammals that are behaviorally harassed, as well as numerous documented accounts of marine mammal behavior before, during, and after behavioral harassment, demonstrates that behavioral harassment of limited duration will not result in any permanent changes to the manner in which marine mammals utilize the vicinity of the Navy's pile replacement project. As such, the effects of NMFS' issuance of an IHA are not highly uncertain, and the action does not involve unique or unknown risks.

9. *Is the proposed action related to other actions with individually insignificant, but cumulatively significant impacts?*

NMFS' issuance of an IHA is not related to other actions that may have cumulatively significant impacts. The Navy has requested the issuance of an IHA for a second, related action; however, NMFS has analyzed the potential cumulative impacts of these two projects and determined that potential impacts from these two projects are not cumulatively significant. Both actions are of limited scope and duration, and will have, at most, temporary behavioral effects on marine mammals. The Navy's pile replacement project may overlap somewhat, temporally and spatially, with the Navy's proposed test pile program. Cumulative impacts from these two projects together were considered and found not significant. Additionally, mitigation measures specifically designed to reduce cumulative impacts from the two projects will be implemented as conditions in NMFS' IHAs. The Navy is currently conducting environmental analysis for a third project, the proposed construction of a second Explosives Handling Wharf (EHW-2).

The pile replacement project will not overlap with EHW-2 temporally or spatially. While a full analysis of potential impacts of the proposed EHW-2 is not yet complete, the cumulative effects of NMFS authorizations – or of the Navy's pile replacement project and proposed EHW-2 – would not be considered cumulatively significant, as there is no temporal or spatial overlap, and because the impacts of the pile replacement project will be of limited intensity and duration.

10. *Is the proposed action likely to adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources?*

The EHW-1 and Delta Pier are considered to be eligible for the NRHP due to their cold war era significance. However, deleterious and adverse effects to EHW-1 resulting in the demolition of the wharf by neglect would occur if the repairs were not conducted, and Delta Pier will not be impacted. No submerged archaeological sites are expected to occur in the project area, since most historical activity was associated with resource harvesting, such as logging that occurred primarily along the shoreline and upland areas. Traditional resources would not be impacted. The proposed action would not alter or impact the current access granted to the tribes.

11. *Can the proposed action reasonably be expected to result in the introduction or spread of a nonindigenous species?*

Neither the proposed action nor the underlying Navy action is expected to result in the spread of any nonindigenous species. Sufficient precautionary measures will be taken by the Navy to ensure that no introduction or spread of such species occurs.

12. Is the proposed action likely to establish a precedent for future actions with significant effects or represent a decision in principle about a future consideration?

The Navy is planning other projects in the Hood Canal that involve pile driving, including construction of a second EHW. However, subsequent applications for incidental take authorizations will be independently analyzed on the basis of the best scientific information available. A finding of no significant impact for the pile replacement project, and for NMFS' issuance of an IHA, may inform the environmental review for future projects but would not establish a precedent or represent a decision in principle about a future consideration.

13. Can the proposed action reasonably be expected to threaten a violation of Federal, state, or local law or requirements imposed for the protection of the environment?

The proposed action – NMFS' issuance of an IHA – is conducted in conformance with the MMPA. NMFS has made all appropriate determinations under other applicable statutes, and NMFS' action will not violate any laws or requirements. The Navy's pile replacement project requires issuance of multiple permits. The Navy is pursuing all required permits; each agency will review the Navy action as appropriate to ensure that no federal, state, or local laws or requirements will be violated.

14. Can the proposed action reasonably be expected to result in cumulative adverse effects that could have a substantial effect on the target species or non-target species?

NMFS' issuance of an IHA is specifically designed to reduce the effects of the Navy's pile replacement project to the least practicable adverse impact to marine mammals, through the inclusion of appropriate mitigation and monitoring measures. As such, the proposed action will not result in cumulative adverse effects that could have a substantial effect on species in the action area.

DETERMINATION

In view of the information presented in this document and the analysis contained in the supporting Environmental Assessment prepared for the Navy's pile replacement project and application for an IHA, it is hereby determined that NMFS' issuance of an IHA will not significantly impact the quality of the human environment as described above and in the supporting Environmental Assessment. In addition, all beneficial and adverse impacts of the proposed action have been addressed to reach the conclusion of no significant impacts. Accordingly, preparation of an environmental impact statement for this action is not necessary.

MAY 17 2011

James H. Lecky, Director
Office of Protected Resources

Date