

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE PIER 8 REPLACEMENT, NAVAL BASE SAN DIEGO, SAN DIEGO, CALIFORNIA

**DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY**

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Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508) implementing the National Environmental Policy Act (NEPA) and Navy NEPA regulations (32 CFR Part 775), and Chief of Naval Operations Instruction 5090.1D, the Department of the Navy (Navy) gives notice that an Environmental Assessment (EA) has been prepared and an Environmental Impact Statement is not required for the replacement of Pier 8 at Naval Base San Diego (NBSD) in San Diego, California.

Proposed Action. The Proposed Action will demolish the existing 1610 feet long and 66 feet wide Pier 8 in a bay-to-land, top-down process. A total of 2,173 concrete and plastic piles will be removed with a vibratory hammer and crane. The Pier 8 replacement will be constructed at the site of the existing Pier 8 as a single-deck, concrete pier that will be 117 feet wide by 1,600 feet long. This deck width will allow space for crane and vessel maintenance operations, as well as passage of emergency vehicles. The footprint of the Proposed Action will be approximately 4.3 acres. 720 concrete structural piles and 230 plastic fender piles will be installed with a floating crane and diesel pile driver. The pier deck will consist of rebar-reinforced concrete. All pile and deck construction for the replacement Pier 8 will comply with current seismic standards. The construction period is estimated to be approximately 11 months.

Improvements for the replacement Pier 8 will include a stormwater collection system with an oil-water separator and copper and zinc treatment to meet current National Pollutant Discharge Elimination System permit requirements, and structural capacity for a 150 ton crane. Pier utilities will include: potable water, wastewater, compressed air, steam, bilge oily water treatment system pipelines, and compensating water systems. The 15-kilovolt cables from the existing Pier 8 will be replaced and upgraded to four sets of 750 thousand Circular Mils 15-kilovolt cables. Two new electrical vaults and spare 6-inch ducts-conduits will be installed to support a future upgrade of

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shore power from 480 volts to 4,160 volts. The new Pier 8 will accommodate berthing requirements for four modern-sized ships. Anti-Terrorism/Force Protection measures will include: a security gate and fencing; pedestrian turnstile; a 20-ft-high watch tower; a guard house; and high mast lighting consistent with current security requirements. No dredging will occur because Pier 8 is already designed as a deep-draft pier.

The purpose of the Proposed Action is to address the current and impending shortfall of pier infrastructure at NBSD to support modern Navy ship classes with deep-draft and power-intensive requirements. The Proposed Action is needed to achieve and maintain Fleet readiness by providing adequate ship berthing for the mix of current and future Pacific Fleet ships both homeported and requiring temporary facilities in San Diego Bay.

Public Participation: Public participation efforts for the project included the publication of a Notice of Availability of the Draft EA in the San Diego Union Tribune on 6, 7, and 8 March 2015 that initiated a 30-day public review of the Draft EA that concluded on 6 April 2015. The Draft EA was made available to the public via the Navy website at http://www.cnric.navy.mil/regions/cnrsw/om/environmental_support/Public_Review_of_Navy_Projects/Naval_Base_San_Diego_Pier_8_Replacement_Draft_EA.html and at the following local libraries: San Diego Central Library; Point Loma/Hervey Branch Library; and Ocean Beach Branch Library. No public comments were received.

Alternatives Analyzed: The following alternatives were analyzed in the EA.

Alternative 1: Proposed Action (as described above).

Alternative 2: The Modular Hybrid Pier Alternative. This alternative would construct a double deck, floating concrete deck pier connected to mooring shafts secured by foundation piles. It would be 90 feet wide, and 1,560 feet long, with a footprint of 3.22 acres and carry utility pipelines and wiring on the lower deck leaving the upper deck open for crane and maintenance operations. Construction would last approximately four months and the finished pier would meet berthing requirements for four modern-sized ships.

Alternative 3: No Action Alternative. The No-Action Alternative is the continued use of the existing Pier 8. The Pier would not

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be replaced. Since the existing pier is not suitable for modern ship berthing and servicing, the No-Action Alternative would not allow NBSD to meet its mission of accommodating modern navy ships.

Alternative to Be Implemented: The Proposed Action (Alternative 1) is selected for implementation because it best meets all Navy operational requirements while having no significant environmental impacts on the human or natural environment.

Existing Conditions: The Pier 8 project area is located in the NBSD pier complex just north of the Mole Pier and the Paleta Creek Channel. The existing pier is approximately 70 years old. All of San Diego Bay, including the project area, is designated as Essential Fish Habitat under the Magnuson-Stevens Fishery Conservation and Management Act. No eelgrass or other special aquatic sites are found in the project area. The one federally listed threatened or endangered species with potential to occur at the project site is the Green Sea Turtle.

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

Water Quality: Any demolition and construction impacts to marine water and sediment quality will be localized and temporary because bottom sediments disturbed during construction will settle relatively quickly to the bay floor. During construction protective measures such as debris nets and sheeting would be used to minimize impacts to marine water quality. Therefore, implementation of the Proposed Action will not result in significant impacts to water resources.

Marine Biological Resources: The Pier 8 project area is not a known nesting or foraging area of the endangered California least tern and the project area is approximately two miles from the closest least tern nesting colony. Green sea turtles may occur in low numbers in the project area, and under the Endangered Species Act, the Proposed Action may affect, but is not likely to adversely affect the green sea turtle. In a letter dated January 19, 2016, the National Marine Fisheries Service (NMFS) concurred with the Navy's determination. Nonetheless, the project would include marine mammal and turtle avoidance and minimization measures such as marine mammal and turtle monitoring, slow pile driving ramp up protocols, turbidity controls, and project cessation upon marine mammal or green sea turtle sightings in the

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project area. Benthic invertebrate species and fish occurring in the immediate area of construction may be lost or displaced during construction; however, they will recolonize the area within a short period of time, and epifaunal invertebrates will colonize the pilings more gradually.

The Proposed Action would result in an increase in bay shading of 1.86 acres and it is anticipated that the project would have localized and temporary adverse effects on Essential Fish Habitat (EFH) under the Magnuson-Stevens Fishery Conservation and Management Act. However, as project construction will consist of a series of short, independent disturbances associated with non-continuous construction actions, these effects to EFH will be short term, localized and non-significant. These potential effects to EFH would be further minimized by implementation of the best management practices agreed to in the Navy's consultation with the NMFS as concluded on 17 March 2016. The area lacks eelgrass or attached benthic algae, so effects on marine resources would be negligible. Therefore, implementation of the Proposed Action would not result in significant impacts to marine biological resources.

Hazardous Materials and Wastes: Demolition and construction contractors involved with the Proposed Action will be subject to all applicable federal and state requirements for hazardous materials and hazardous waste management and will be required to follow the Navy's Hazardous Waste Management Plan for the San Diego Metro Area. In addition, a site-specific construction Storm Water Pollution Prevention Plan would be developed; approved by the Base, and implemented by the demolition and construction contractor which will incorporate best management practices designed to minimize the potential for hazardous material releases during demolition and construction activities. Therefore, implementation of the Proposed Action would not result in significant hazardous material or waste impacts.

Noise: Construction-related noise from the Proposed Action will attenuate to levels that will not be significant for shore-based or aquatic sensitive receptors if they are present. Construction noise will be temporary and intermittent and will not require the application of mitigation measures. Best management practices will be followed to control and eliminate the potential for significant noise impacts. To reduce noise, shore based practices will include construction equipment muffling and the use of hearing protection devices by construction personnel.

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Aquatic-based measures will include biological monitoring to detect marine mammals and sea turtles within the project area; delayed pile driving if sea turtles or marine mammals are detected in the project area; and pile driving ramp up procedures (slowly increasing pile driving to allow both detected and undetected animals to depart the area). Therefore, the Proposed Action would not result in significant terrestrial or aquatic noise impacts.

Air Quality: Estimated emissions associated with the Proposed Action would be below the de minimis levels for Clean Air Act (CAA) conformity. Therefore, implementation of the Proposed Action would not result in a significant impact to air quality.

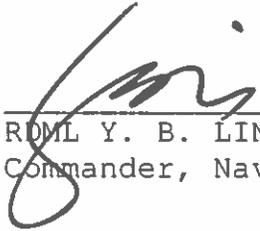
Cumulative Impacts: The Proposed Action would be short term in nature, and would not occur at the same time and location as other reasonably foreseeable projects. Therefore, implementation of the Proposed Action would not result in significant impacts cumulative impacts to any resources.

Finding: Based on the analysis presented in this EA and coordination with NMFS, and the California Coastal Commission, the Navy finds that implementation of the Proposed Action would not significantly impact the quality of the human or natural environment or generate significant controversy.

The EA prepared by the Navy addressing this action is on file and interested parties may obtain a copy from: Ms. Lisa Seneca, Naval Facilities Engineering Command Southwest, 2730 McKean Street, Building 291, San Diego, California 92136-5198, Tel. (619.556.9167), or email Lisa.Seneca@navy.mil.

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Date



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