
Bremerton Waterfront Infrastructure Improvements Environmental Impact Statement



June/July 2022

PUBLIC SCOPING

BremertonWaterfrontImprovementsEIS.com

INTRODUCTION

Pursuant to the National Environmental Policy Act (NEPA) of 1969, the United States (U.S.) Navy is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts of constructing a new multi-mission dry dock and associated waterfront infrastructure improvements at Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF). PSNS & IMF is located on Naval Base Kitsap - Bremerton in Washington state.

The Navy is requesting the public's input on the scope of the EIS including identification of potential alternatives, information, and analyses relevant to the Proposed Action, identification of environmental concerns, issues the public would like to see addressed in the EIS, and the project's potential to affect historic properties pursuant to Section 106 of the National Historic Preservation Act. This fact sheet describes the Navy's Proposed Action and preliminary alternatives being considered for analysis. The fact sheet also describes how the public can be involved in the environmental review process.

The U.S. Navy initiated a 30-day public scoping period on June 8, 2022.



BACKGROUND

PSNS & IMF is the Navy's primary provider for the maintenance, repair, modernization, inactivation, and recycling of ships, submarines, and aircraft carriers in the Pacific Fleet. PSNS & IMF is the only Navy shipyard on the West Coast with a dry dock that can accommodate the large size of nuclear-powered aircraft carriers for repair and maintenance. Additionally, PSNS & IMF is the only Navy shipyard that is approved to recycle nuclear powered submarines.

Much of the infrastructure at PSNS & IMF dates back to the late 1800s and early 1900s and it was primarily designed for building and maintaining ship classes that are no longer part of the modern naval fleet. Other than construction of Dry Dock 6 in the early 1960s, the shipyard has had few major infrastructure updates since the mid-1900s, which has led to significant production inefficiencies for maintaining current ships. The shipyard lacks the necessary capacity to accommodate new and future classes of ships.

A dry dock is a narrow basin constructed near the shoreline that can be flooded to allow a vessel to navigate in, then drained to allow a vessel to come to rest on a dry platform. The purpose of a dry dock is to get a vessel out of the water for repair and maintenance work.

PROPOSED ACTION

The Navy's Proposed Action is to construct a new multi-mission dry dock at PSNS & IMF. The proposed dry dock would be designed and built to serve multiple missions and therefore would be classified as a multi-mission dry dock. The Navy is also proposing to upgrade Dry Dock 6 to meet current seismic standards, and to modify, demolish, and/or replace other piers, wharves, quay walls, buildings, cranes, and utilities to make space for the new multi-mission dry dock.

A quay wall is a retaining structure used to dock a floating vessel.

A wharf is a structure built along or at an angle from the shore so a vessel may be moored.

Figure 1. PSNS & IMF is located at Naval Base Kitsap - Bremerton, which is on the north side of Sinclair Inlet within the City of Bremerton in Kitsap County, Washington



PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose of the Proposed Action is to address critical deficiencies in dry dock capability, capacity, and seismic survivability at Naval Base Kitsap - Bremerton to enable PSNS & IMF to meet its mission to support the Navy's nuclear fleet.

The Proposed Action is needed because:

- PSNS & IMF does not have the dry dock capability to support the Navy's newest class of nuclear-powered aircraft carrier, USS Gerald R. Ford (CVN 78).
- PSNS & IMF does not have the dry dock and pier capacity to conduct the required future overhauling, refueling, inactivating, and recycling of nuclear-powered submarines. PSNS & IMF must also maintain the capacity to perform emergent work such as battle damage repair.
- Dry Dock 6, the only dry dock on the West Coast that can accommodate a nuclear-powered aircraft carrier, does not meet current Department of Defense Unified Facilities Criteria design standards for seismic performance.

A new multi-mission dry dock and associated waterfront infrastructure improvements are necessary to provide the capacity and capability to meet the fleet's future operational needs.





Resources to be Analyzed in the EIS

The Navy will analyze the potential impacts the Proposed Action and alternatives may have on the environmental resource areas listed below. The public can suggest additional resources and alternatives for consideration.

- Air Quality
- Water Quality
- Geological Resources
- Biological Resources
- Cultural Resources
- American Indian Traditional Resources
- Land Use and Recreation
- Visual Resources
- Noise
- Infrastructure and Utilities
- Transportation and Traffic
- Marine Navigation
- Public Health and Safety
- Hazardous Materials and Wastes
- Socioeconomics
- Environmental Justice

PRELIMINARY ALTERNATIVES

The Navy conducted several preliminary studies to determine alternative ways to meet its purpose and need. Several alternatives that meet the purpose and need were evaluated against screening criteria. At this time, two preliminary action alternatives are being considered for further evaluation in the EIS in addition to the No Action Alternative. The public is invited to help identify other alternatives that meet the purpose and need.

Feature	Alternative 1 No Action Alternative	Preliminary Alternative 2 Multi-Mission Dry Dock at Dry Dock 3	Preliminary Alternative 3 Multi-Mission Dry Dock at Mooring A
Multi-Mission Dry Dock Location	No multi-mission dry dock constructed	Dry Dock 3	Mooring A
Multi-Mission Dry Dock Size	No multi-mission dry dock constructed	190 feet x 1,250 feet	190 feet x 1,250 feet
Multi-Mission Dry Dock Wharf	No multi-mission dry dock constructed	No multi-mission dry dock wharf constructed	New nuclear-powered aircraft carrier repair wharf at multi-mission dry dock east wall
Forge Shop	No change	New forge shop at Naval Base Kitsap - Bangor	No change
Dry Dock 6	No change	Seismic upgrade	Seismic upgrade
Pier 2	No new Pier 2 constructed	New Pier 2	No new Pier 2 constructed
Pier 4	No change	Demolish and replace with new pier	Demolish and replace with new pier
Pier 5	No change	Demolish	No change
Pier 6	No change	Demolish and replace with new pier for nuclear-powered aircraft carrier repairs	No change
Hammerhead Crane	No change	Demolish	Demolish
Pier 7	No change	Demolish	No change
Mooring A	No change	No change	Demolish
Dredging	No dredging	Entrance channels and demolition of pier pilings/footers	Entrance channels, new turning basin, and demolition of pier pilings/footers

Alternative 1: No Action Alternative

Under the No Action Alternative, the proposed multi-mission dry dock would not be constructed; Dry Dock 6 would not be upgraded to meet current seismic standards; and other component actions would not occur. The Navy would continue to maintain, repair, and operate existing facilities, but would continue to experience production inefficiencies due to the shipyard's limited capacity and capabilities for servicing current and future ships. The No Action Alternative does not meet the purpose and need for the Proposed Action, but as required by NEPA, the No Action Alternative is analyzed to provide a baseline for measuring the environmental impacts of the action alternatives.

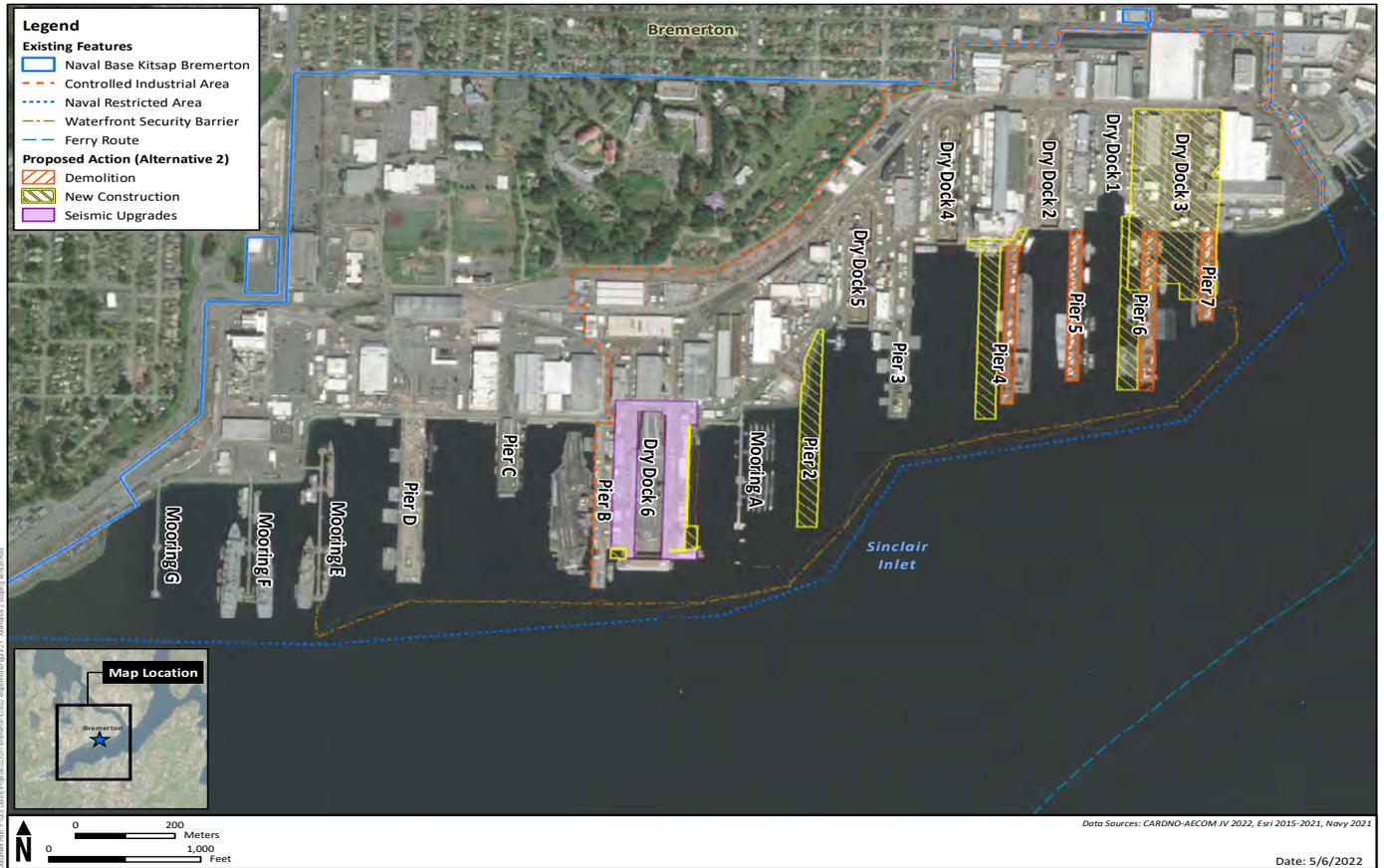


Preliminary Alternative 2: Multi-Mission Dry Dock at Dry Dock 3

Under Alternative 2, the Navy would:

- Construct a multi-mission dry dock at the location of Dry Dock 3
- Construct a forge shop at Naval Base Kitsap - Bangor
- Upgrade Dry Dock 6 to meet current seismic standards
- Construct Pier 2
- Demolish Piers 4, 5, 6, and 7, including the Hammerhead Crane on Pier 6, and Dry Dock 3
- Replace Piers 4 and 6 with new piers
- Dredge sediment and demolish pier pilings/footers to create entrance channels and adequate water depth at wharves and piers

Figure 2. Alternative 2



Preliminary Alternative 3: Multi-Mission Dry Dock at Mooring A

Under Alternative 3, the Navy would:

- Construct a multi-mission dry dock at the location of Mooring A
- Construct a wharf (Wharf 2) on the outer east wall of the multi-mission dry dock
- Upgrade Dry Dock 6 to meet current seismic standards
- Demolish Pier 4, the Hammerhead Crane on Pier 6, and Mooring A
- Replace Pier 4 with new pier
- Dredge sediment and demolish pier pilings/footers to create entrance channels, a new turning basin, and adequate water depth at wharves and piers

Figure 3. Alternative 3



NEPA PROCESS AND COMMUNITY INVOLVEMENT

National Environmental Policy Act

NEPA is a U.S. federal environmental law that requires federal agencies to consider the potential environmental impacts of their proposed actions before making a decision. NEPA ensures reasonable alternatives to the proposed action are explored, potential impacts to the environment are thoroughly analyzed, and the public has an opportunity to provide input. In compliance with NEPA, the Navy is preparing an EIS to evaluate the potential environmental impacts associated with constructing a new multi-mission dry dock and associated waterfront infrastructure improvements at PSNS & IMF. The Navy is requesting the public's input on the scope of the EIS including identification of potential alternatives, information, and analyses relevant to the Proposed Action, identification of environmental concerns, and issues the public would like to see addressed in the EIS.

Concurrent with the NEPA process, the Navy is conducting the National Historic Preservation Act (NHPA) Section 106 process. The NHPA requires federal agencies to identify historic properties within the project area, determine potential effects to identified historic properties, and consult with the State Historic Preservation Officer, federally recognized Tribes, and other interested parties. Historic properties include districts, sites, buildings, structures, or objects listed or eligible for listing in the National Park Service's National Register of Historic Places, including National Historic Landmarks. The Navy is also accepting public comments on the project's potential to affect historic properties pursuant to Section 106 of the NHPA.

Community Involvement

Community involvement is an important part of the NEPA process. Public, agency, and Tribal input allows decision makers to benefit from local knowledge and consider local issues and concerns. The public participates in the NEPA process during the following key stages:

- **Public Scoping Period (We are now in the public scoping period, June 8 to July 11, 2022):** The public helps to identify the scope of analysis, environmental resource areas, and potential alternatives to be analyzed in the EIS. Input received during the public scoping period is considered in the development of the Draft EIS.
- **Draft EIS Public Review and Comment Period:** The public reviews, evaluates, and comments on the environmental impact analysis presented in the Draft EIS. Input received during this period is considered in the development of the Final EIS.



HOW TO PARTICIPATE

The Navy is currently accepting comments during the public scoping period and is holding a virtual public scoping meeting on June 23, 2022. The public, including elected officials, government agencies, non-governmental organizations, Tribes, and interested individuals, are encouraged to participate and comment in any of the following ways:

- Submit comments via the project website: BremertonWaterfrontImprovementsEIS.com
- Email comments to: info@BremertonWaterfrontImprovementsEIS.com
- Mail comments to:

Naval Facilities Engineering Systems Command Northwest
Attention: Bremerton EIS Project Manager
1101 Tautog Circle, Room 210
Silverdale, WA 98315

The 30-day public scoping period ends on July 11, 2022. Scoping comments must be postmarked or submitted electronically by 11:59 p.m. Pacific Time on July 11, 2022, to be considered in the preparation of the Draft EIS.

Individuals unable to attend the virtual public scoping meeting can access project information via the project website: BremertonWaterfrontImprovementsEIS.com.



NEPA Process and Timeline

Milestone	Description	Current EIS Schedule
Notice of Intent	Announces an agency's intent to prepare an EIS	June 8, 2022
 Public Scoping Period	Public process to review and comment on the scope and issues to be analyzed in the EIS	Comment Period: June 8 – July 11, 2022 Virtual Public Scoping Meeting: June 23, 2022
Draft EIS	Presents the analysis of potential environmental impacts for each identified alternative	Spring 2023
 Draft EIS Public Review and Comment Period	Opportunity for public review and comment on the analysis presented in the Draft EIS	Spring 2023
Final EIS	Includes updates to the Draft EIS and responses to public comments received during the Draft EIS comment period	Spring 2024
30-Day Wait Period	Opportunity for the public to see how their comments on the Draft EIS were addressed	Spring 2024
Record of Decision	Announces the Navy's formal decision on the selected alternative	Spring 2024

 Opportunity for Public Comment

Visit the project website at BremertonWaterfrontImprovementsEIS.com for more information or to be added to the project mailing list.