

Executive Summary

ES.1 Proposed Action

The United States (U.S.) Department of the Navy (Navy) proposes to construct and operate a new multi-mission dry dock (M2D2) at Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF) located at Naval Base (NAVBASE) Kitsap-Bremerton (Figure ES-1). The Proposed Action would include dredging to create adequate water depth at wharves and piers and as required for construction of new structures. The Navy would replace some existing shipyard functions affected by construction at PSNS & IMF with new facilities at NAVBASE Kitsap-Bangor (Figure ES-1). The Proposed Action does not include any changes in homeporting of Navy vessels.

The Navy published a notice of intent to prepare an EIS in the Federal Register on June 8, 2022 which discussed several projects that are no longer part of this Proposed Action. Three potential future actions - Pier 5 demolition, Pier 6 replacement, and Dry Dock (DD) 6 seismic upgrades - are not currently funded or programmed for implementation, and a future construction schedule has not been determined. If the Navy decides to proceed with these potential projects at a later date, the Navy will analyze potential environmental impacts in accordance with National Environmental Policy Act (NEPA) requirements and Navy implementation policies.

The Navy, as lead agency, along with the following cooperating agencies, the U.S. Army Corps of Engineers (USACE), Seattle District; and the U.S. Environmental Protection Agency (EPA), Region 10, prepared this Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). The Navy also worked closely with the Suquamish Indian Tribe of the Port Madison Reservation (Suquamish Tribe), Skokomish Indian Tribe (Skokomish Tribe), Port Gamble S'Klallam Tribe, Jamestown S'Klallam Tribe, and Lower Elwha Tribal Community (Lower Elwha Klallam Tribe) to develop this EIS.

The Navy would implement compensatory mitigation actions to mitigate for losses to aquatic resources as required under the Clean Water Act (CWA) Section 404 (see Appendix F, *Compensatory Mitigation*).

ES.2 Purpose and Need for the Proposed Action

PSNS & IMF is the Navy's primary provider for 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 nuclear-powered aircraft carriers for repair and maintenance. Additionally, PSNS & IMF is the only Navy shipyard approved to recycle nuclear-powered submarines.

Much of the shipyard's infrastructure is over 100 years old and was primarily designed for building and maintaining ship classes that are no longer part of the Naval fleet. Other than the construction of DD6 in the early 1960s, the shipyard has had few major infrastructure updates since World War II. This has led to significant ship maintenance delays. The shipyard lacks the necessary capacity and infrastructure to accommodate new and future classes of ships. For example, the Navy anticipates that DD1 and DD3 would be too small to support the Navy's needs in approximately 20 years.

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

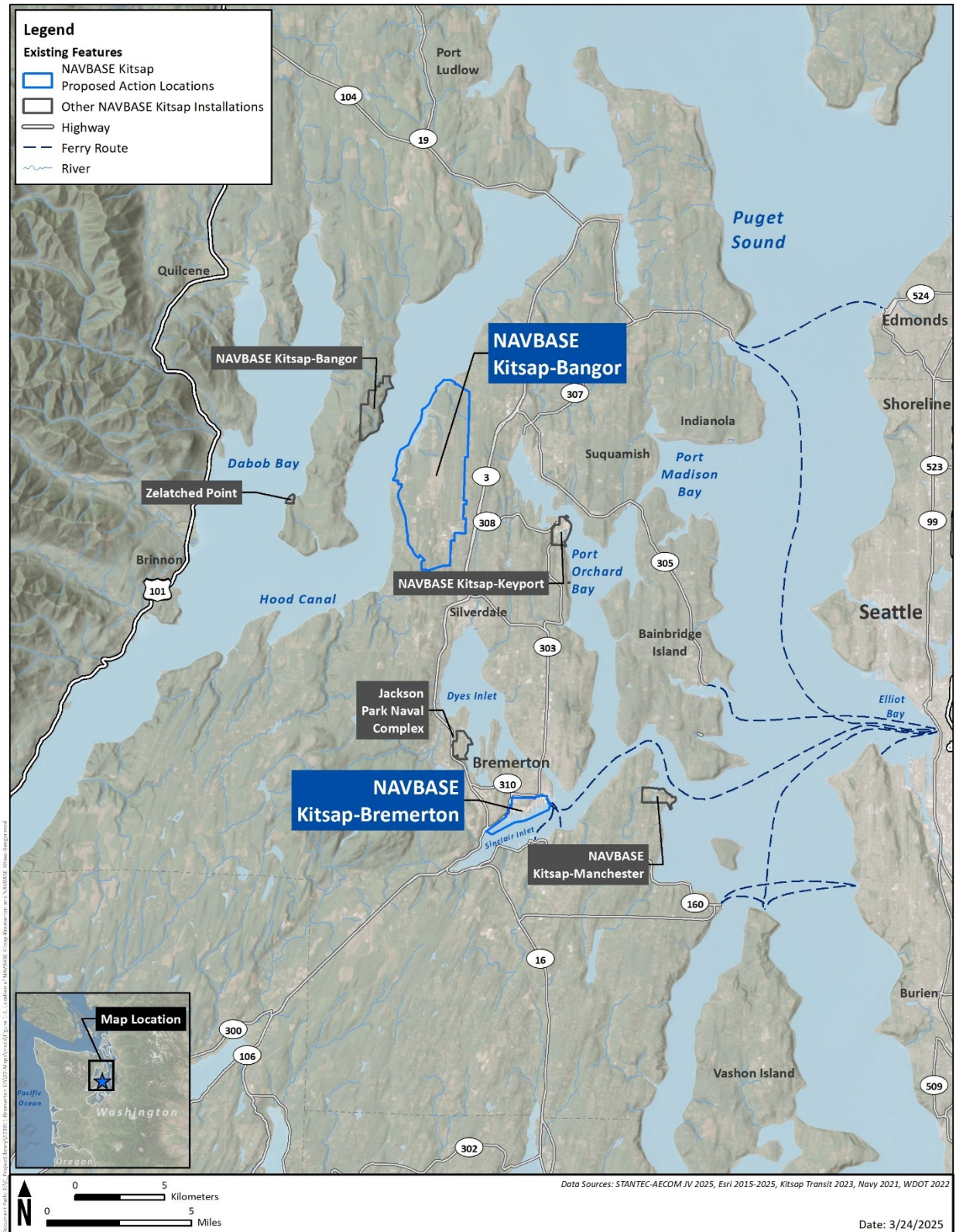


Figure ES-1 Location of NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor

The Proposed Action is needed because:

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

ES.3 Alternatives Considered

The Navy considered several alternatives to meet the purpose and need, such as alternative sites and/or Navy locations for a new M2D2, acquisition of a floating dry dock, and upgrading DD6 without building a new M2D2. Potential alternatives considered but not carried forward for detailed analysis in the EIS are described in Table 2-1 and alternatives carried forward for analysis are summarized in Table 2-2. The other potential alternatives were screened out because they would not be reasonable, practicable, or able to achieve the overall project purpose. As listed below, the Navy is considering a no-action alternative and two action alternatives that meet the purpose of and need for the Proposed Action.

ES.3.1 Alternative 1: No-Action Alternative

Under Alternative 1 (no-action alternative), the Proposed Action would not occur. The proposed M2D2 would not be constructed. The Navy would continue to maintain, repair, and operate existing facilities. However, without the proposed M2D2, the Navy would not be able to service their newest class of aircraft carriers anywhere on the West Coast. The no-action alternative would also diminish the shipyard's capability and capacity to service current and future classes of ships. As required by NEPA, the "no-action alternative" (Alternative 1) is carried forward for analysis in this EIS even though it does not meet the Navy's purpose and need because it serves to establish a comparative baseline for analysis of the action alternatives.

ES.3.2 Action Alternatives Carried Forward for Analysis

The Navy is considering two action alternatives that would meet the purpose of and need for the Proposed Action. The Navy developed action alternatives for analysis based on the following screening factors:

- Size: Would the dry dock be adequately sized to support Ford-class carrier maintenance per DoD UFC 4-213-10, Graving Dry Docks?
- Location: Would the dry dock location have reasonable access to an available and proficient aircraft carrier (CVN) maintenance workforce and associated CVN maintenance facilities, equipment, and utilities?
- Mission: Could construction be sequenced to avoid unacceptable impacts to achieving mission requirements?
- Practicable: Would the alternative utilize proven designs, materials, and construction techniques?

Action alternatives are described below and shown in Figures ES-2, ES-3, ES-4, and ES-5. Under Alternatives 2 and 3, a new M2D2 and other waterfront infrastructure components would be constructed. Alternative 2 would construct a new dry dock at the current location of DD3. The new dry dock and other waterfront infrastructure improvements would be constructed between 2027 and 2041. Alternative 3 would construct a new dry dock at the current location of Mooring A. The new dry dock and associated waterfront infrastructure improvements would also be constructed between 2027 and 2041. The Navy identified Alternative 2 as the preferred alternative because it would have fewer environmental impacts than Alternative 3, based on comparison of dredge areas, in-water fill, and net increase in overwater coverage. Table ES-1 presents a comparison of the components of each of these alternatives.

Table ES-1 Comparison of Alternatives Carried Forward

Component	Alternative 1 No-Action Alternative	Alternative 2 (Preferred Alternative) M2D2 at DD3	Alternative 3 M2D2 at Mooring A
M2D2 location	No M2D2 constructed	DD3	Mooring A
M2D2 Wharf	No M2D2 constructed	New Wharf 6 at M2D2 west wall New Wharf 7 at M2D2 east wall	New CVN repair Wharf 2 at M2D2 east wall
Temporary Construction Methods	No construction	<ul style="list-style-type: none"> • 18 temporary mooring buoys • Off-site contractor multi-use site(s) • Temporary cofferdam • Temporary construction access pier 	<ul style="list-style-type: none"> • 18 temporary mooring buoys • Off-site contractor multi-use site(s) • Temporary construction access pier
Moorings E, F, and G	No change	No change	Modify mooring structures then relocate existing stored inactivated ships from Mooring A
Forge Shop	No change	Construct new forge shop at NAVBASE Kitsap-Bangor	No change
Parking garage at NAVBASE Kitsap-Bremerton	No new parking garage	No new parking garage	Construct new parking garage
Pier 2	No new Pier 2	Construct new Pier 2	No new Pier 2
Pier 4	No change	Demolish and replace	Demolish and replace
Pier 6	No change	Demolish and construct new Wharf 6 at M2D2 west wall	No change
Hammerhead Crane	No change	Deconstruct and remove	Deconstruct and remove
Pier 7	No change	Demolish and construct new Wharf 7 at M2D2 east wall	No change
Former Pier 8	No change	Remove select pile foundations	No change
Mooring A	No change	No change	Demolish
Dredging	No dredging	Dredge for adequate draft at wharves and piers, and as required for construction of new structures	Dredge to create a new turning basin, and as required for construction of new structures
Building Demolition and Replacement/Construction	No change	Building demolition and replacement (Table 2-4)	Building demolition and replacement (Table 2-7)

<i>Component</i>	<i>Alternative 1 No-Action Alternative</i>	<i>Alternative 2 (Preferred Alternative) M2D2 at DD3</i>	<i>Alternative 3 M2D2 at Mooring A</i>
Radio Hill complex at NAVBASE Kitsap- Bangor	No change	Expand Radio Hill complex	Expand Radio Hill complex

Legend: CVN = aircraft carrier; DD = dry dock; M2D2 = multi-mission dry dock; NAVBASE = Naval Base

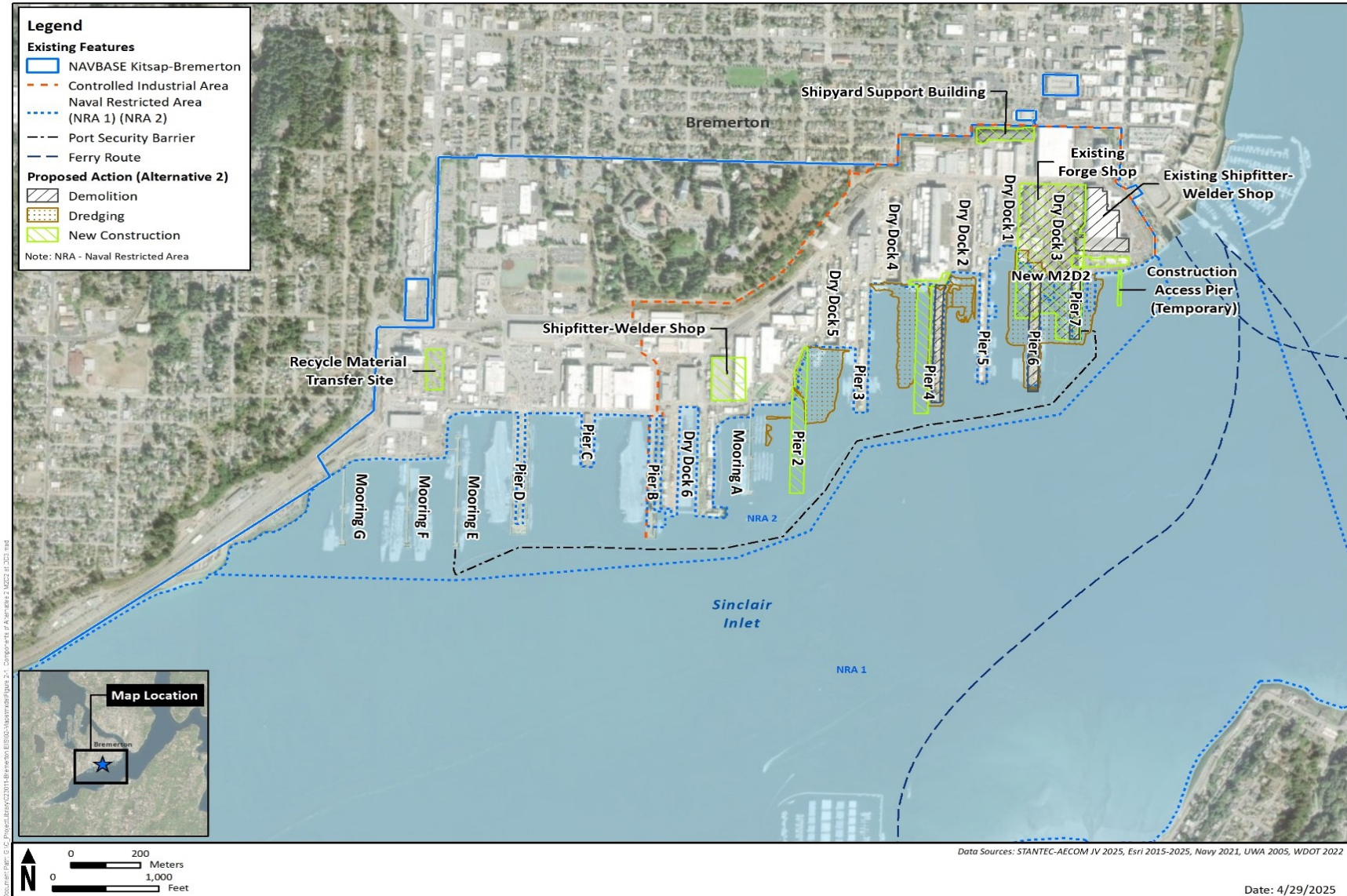


Figure ES-2 Components of Alternative 2: M2D2 at DD3



Figure ES-3 Components of Alternative 3: M2D2 at Mooring A



Figure ES-4 Components of Alternative 2 at NAVBASE Kitsap-Bangor



Figure ES-5 Components of Alternative 3 at NAVBASE Kitsap-Bangor

ES.3.3 Summary of Potential Environmental Impacts of the Alternatives

NEPA requires the Navy to analyze and consider the environmental impacts of proposed major federal actions as part of its decision-making process. The extent of analysis coincides with the anticipated level of impact. Table ES-2 provides a general summary of impacts that could occur to the following resources as a result of action alternatives, with consideration of best management practices (BMPs): air quality, water resources, geological resources, biological resources, cultural resources, American Indian traditional resources, land use and recreation, visual resources, noise, utilities and infrastructure, transportation, marine navigation, public health and safety, hazardous materials and wastes, and socioeconomics. A more detailed summary of potential environmental impacts is presented in Section 3.17, Table 3.17-1.

Table ES-2 Summary of Potential Impacts to Resources Analyzed by Alternative

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
3.2 Air Quality	No change	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap Bangor Direct GHG emissions of approximately 473,290 tons of CO₂e between 2027 and 2041.</p> <p>Application of BMPs AQ BREM-1 through 5 and AQ BANGOR-1 through 5 would reduce emissions and thus reduce pollutant concentrations at any given location. Emissions from construction and operations under Alternative 2 would not cause a violation of the NAAQS or appreciably increase health risks to the public.</p>	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor Direct GHG emissions from all years of construction under Alternative 3 (2027 to 2041) would be slightly higher than those from Alternative 2, at 478,982 tons of CO₂e.</p> <p>Application of BMPs AQ BREM-1 through 5 and AQ BANGOR-1 through 5 would reduce emissions and thus reduce pollutant concentrations at any given location. Emissions from construction and operations under Alternative 3 would not cause a violation of the NAAQS or appreciably increase health risks to the public.</p>
3.3 Water Resources	No change	<p>NAVBASE Kitsap-Bremerton The regulatory turbidity criterion (i.e., 5 NTU over background when background is 50 NTU or less per Chapter 173-201A WAC) would not be exceeded at the 150-foot compliance boundary from the proposed dredging activities or pile removal/installation activities.</p> <p>Net gain of up to 354,500 square feet of impervious surface</p> <p>Discharge of fill below mean higher high water – 550,600 cubic yards</p> <p>During construction and operations, management, treatment, and discharge of groundwater and stormwater to Sinclair Inlet would be in compliance with applicable permits. The new outfall and diffuser would be located and configured to address potential localized impacts to ambient water quality. BMPs would be implemented to reduce impacts to water quality and to wetlands and shorelines. Compensatory mitigation actions would mitigate impacts to</p>	<p>NAVBASE Kitsap-Bremerton The regulatory turbidity criterion (i.e., 5 NTU over background when background is 50 NTU or less per Chapter 173-201A WAC) would not be exceeded at the 150-foot compliance boundary from the proposed dredging activities or pile removal/installation activities.</p> <p>Net gain of up to 433,000 square feet of impervious surface.</p> <p>Discharge of fill below mean higher high water – 1,179,800 cubic yards</p> <p>During construction and operations, management, treatment, and discharge of groundwater and stormwater to Sinclair Inlet and dredging operations would be the same as described for Alternative 2.</p> <p>NAVBASE Kitsap-Bangor Net gain of 652,000 square feet of impervious surface. Through compliance with the NAVBASE Kitsap-Bangor’s coverage under EPA’s Construction General Permit if construction is greater than</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		<p>aquatic resources in accordance with Clean Water Act Section 404.</p> <p>NAVBASE Kitsap-Bangor Net gain of 872,000 square feet of impervious surface. Through compliance with the NAVBASE Kitsap-Bangor's coverage under EPA's Construction General Permit if construction is greater than 1 acre, as well as UFC 3-210-10, LID and EISA Section 438, impacts would be minimized to groundwater and nearby surface waters and wetlands during construction and operations.</p>	<p>1 acre, as well as UFC 3-210-10, LID and EISA Section 438, impacts would be minimized to groundwater and nearby surface waters and wetlands during construction and operations.</p>
3.4 Geological Resources	No change	<p>NAVBASE Kitsap-Bremerton Approximately 896,250 cubic yards of excavation and 484,000 cubic yards of fill above mean higher high water (MHHW).</p> <p>Dredging for new construction would result in removal of 867,450 cubic yards of marine sediment across approximately 37 acres, resulting in a localized, temporary, and intermittent adverse impact to benthic organisms and marine life from resuspension of sediment and longer term beneficial effects by reducing the volume of contaminated sediment and surface sediment contaminant concentrations. Water quality monitoring will be implemented throughout the project to ensure compliance with state and water quality standards. With implementation of BMPs, temporary adverse impacts would be minimal. Changes to bathymetry as a result of dredging would be minimal and the seafloor topography would remain relatively flat, consistent with existing conditions.</p>	<p>NAVBASE Kitsap-Bremerton Alternative 3 would involve less excavation than Alternative 2, with 713,000 cubic yards of excavation, but increased fill with approximately 694,000 cubic yards above MHHW.</p> <p>Alternative 3 would involve more dredging than Alternative 2, with removal of 1,651,000 cubic yards of marine sediment across 69 acres. Changes to bathymetry as a result of dredging would be minimal and the seafloor topography would remain relatively flat, consistent with existing conditions.</p> <p>Stormwater construction BMPs and installation of temporary retaining structures implemented during construction and operations.</p> <p>NAVBASE Kitsap-Bangor Impacts to topography, geology, and soils would be similar to those described for Alternative 2 but with reduced impacts under Alternative 3.</p> <p>Implement appropriate erosion control BMPs in accordance with a project-specific construction SWPPP and in compliance with</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		<p>Stormwater construction BMPs and installation of temporary retaining structures implemented during construction and operations.</p> <p>NAVBASE Kitsap-Bangor Construction activities associated with the Radio Hill complex expansion and forge shop at NAVBASE Kitsap-Bangor would include clearing, grading, excavating, and filling.</p> <p>Implement appropriate erosion control BMPs in accordance with a project-specific construction SWPPP and in compliance with coverage provisions under the NPDES construction stormwater general permit.</p>	<p>coverage provisions under the NPDES construction stormwater general permit.</p>
3.5 Biological Resources	No change	<p>NAVBASE Kitsap-Bremerton Impacts to wildlife include airborne and in-water noise, water quality degradation through turbidity, temporary displacement of federally managed fish and their prey, fish entrainment, nearshore barriers and overwater shading (created by cofferdams and barges), and overwater lighting. During construction, the project would comply with water quality standards through a project-specific water quality monitoring and protection plan, including a compliance radius of 150 feet from work location.</p> <p>Potential adverse impacts from vessel strike or disturbance to benthic environment from vessel traffic, night lighting, and shading at barge moorings.</p> <p>BMPs such as bubble curtains used to attenuate in-water noise during impact pile driving of steel piles; and monitoring for presence of marbled murrelets and marine mammals during in-water demolition and construction activities would be implemented. BMPs during vessel</p>	<p>NAVBASE Kitsap-Bremerton Demolition, Construction, and Operations ROI – similar as duration as Alternative 2 but would result in more loss of aquatic vegetation and benthic invertebrates as well as a larger net increase in overwater coverage as compared to Alternative 2.</p> <p>BMPs would be implemented to minimize impacts during demolition, construction, and operations.</p> <p>Net change of 5.47 acres of overwater coverage.</p> <p>NAVBASE Kitsap-Bangor A loss of vegetation habitat would result but would be less than under Alternative 2.</p> <p>Consultation with USFWS for potential impacts to marbled murrelet for demolition, construction, and operations.</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		<p>operations/transits would be implemented to minimize impacts to aquatic species.</p> <p>Adverse effects to EFH through long-term improvement to benthic and aquatic vegetation habitat and through removal of creosote-treated structures and contaminated sediment.</p> <p>Net change of 1.37 acres of overwater coverage.</p> <p>The new outfall and diffuser would be located and configured to address potential localized impacts to ambient water quality. The new outfall could result in localized impacts to fish species due to increased temperature in the vicinity of the outfall.</p> <p>Consultation with NMFS for ESA-listed species, designated critical habitat, EFH, and MMPA and with USFWS for ESA-listed species and designated critical habitat.</p> <p>NAVBASE Kitsap-Bangor Clearing and increased human activity during construction would result in loss of habitat that may affect ESA-listed marbled murrelet.</p> <p>Consultation with USFWS for potential impacts to marbled murrelet for demolition, construction, and operations.</p>	
3.6 Cultural Resources	No change	<p>NAVBASE Kitsap-Bremerton The PSNS Historic District and NHL would be altered. Demolition of 17 historic properties. All 17 historic properties contribute to the PSNS Historic District, and 13 also contribute to the NHL. Construction would also change the setting of cultural resources, and potential disturbance of archaeological resources. Construction would result in the</p>	<p>NAVBASE Kitsap-Bremerton The PSNS Historic District and NHL would be altered. Demolition of 5 historic properties. All 5 historic properties contribute to the PSNS Historic District, 3 contribute to the NHL, and 1 is NRHP individually eligible. The new M2D2 would be constructed in the PSNS Historic District. Alterations to Moorings E, F, and G would not impact historic properties.</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		<p>removal of the historic Hammerhead Crane and rail systems that also contribute to the PSNS Historic District.</p> <p>Pursuant to Section 106, adverse effects to historic properties would be resolved through consultation and implementation of a Memorandum of Agreement.</p> <p>NAVBASE Kitsap-Bangor No impacts to known cultural resources would occur. Construction activities could disturb previously unidentified archaeological resources.</p> <p>No impacts from operations expected at NAVBASE Kitsap-Bremerton or NAVBASE Kitsap-Bangor.</p>	<p>NAVBASE Kitsap-Bangor No impacts to known cultural resources would occur. Construction activities could disturb previously unidentified archaeological resources.</p> <p>No impacts from operations expected at NAVBASE Kitsap-Bremerton or NAVBASE Kitsap-Bangor.</p>
3.7 American Indian Traditional Resources	No change	<p>NAVBASE Kitsap-Bremerton Impacts on the availability and harvestability of traditional resources and interference with Tribal fishing during construction. Installation and operation of a permanent outfall and diffuser could permanently interfere with Tribal fishing in the location of the structures.</p> <p>Government-to-government consultation with Tribes.</p> <p>NAVBASE Kitsap-Bangor Reduction in the amount of forest land available for Tribal harvest during construction and operations.</p>	<p>NAVBASE Kitsap-Bremerton Impacts on the availability and harvestability of traditional resources and interference with Tribal fishing during construction. Impacts during operations would be the same as Alternative 2.</p> <p>Government-to-government consultation with Tribes.</p> <p>NAVBASE Kitsap-Bangor Reduction in the amount of forest land available for Tribal harvest during construction and operations.</p>
3.8 Land Use and Recreation	No change	<p>NAVBASE Kitsap-Bremerton There would be no impacts to land use at NAVBASE Kitsap-Bremerton from Alternative 2. Construction impact to recreational fisheries for salmon, especially Chinook, and other fish in Sinclair Inlet. No impacts to recreation from operations.</p>	<p>NAVBASE Kitsap-Bremerton There would be no impacts to land use at NAVBASE Kitsap-Bremerton from Alternative 3. Construction impacts to recreational fisheries for salmon, especially Chinook, and other fish would be similar to Alternative 2.</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		NAVBASE Kitsap-Bangor The proposed changes would be consistent with the current NAVBASE Kitsap-Bangor land use designations. No impacts from operations.	NAVBASE Kitsap-Bangor The proposed changes would be consistent with the current NAVBASE Kitsap-Bangor land use designations. No impacts from operations.
3.9 Visual Resources	No change	NAVBASE Kitsap-Bremerton Loss of a prominent visual resource with deconstruction and removal of the Hammerhead Crane. The Ford-class carrier(s), when present during operations, would be more discernible but consistent with the existing shipyard and industrial landscape character. During operations, new facilities and other replacement buildings would be similar in character to existing facilities on NAVBASE Kitsap-Bremerton. The new shipyard support building would be taller than the existing structure and block some background views. NAVBASE Kitsap-Bangor No public views of the forge shop or Radio Hill complex expansion and no visual resources impacts associated with the actions at NAVBASE Kitsap-Bangor. During operations, new buildings would be consistent with the industrial character of other structures that support military operations.	NAVBASE Kitsap-Bremerton Under Alternative 3, the degree of visual construction-related impacts would be less than under Alternative 2. Visual impact from deconstruction and removal of the Hammerhead Crane would be the same as Alternative 2. Construct a new parking garage at the corner of Charleston Boulevard and Farragut Street on an existing surface parking lot. Similar to Alternative 2, construction activities would be consistent with the existing shipyard and industrial landscape character. NAVBASE Kitsap-Bangor No public views of the Radio Hill complex expansion and no visual resources impacts associated with actions at NAVBASE Kitsap-Bangor. New buildings would be consistent with the industrial character of other structures that support military operations and impacts would be less than Alternative 2 because no forge shop would be constructed.

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
3.10 Noise	No change	<p>NAVBASE Kitsap-Bremerton Temporary increase in noise associated with construction-related activities and potential for impacts to noise sensitive areas. Thirteen locations would experience L_{eq} 70 dB or greater during pile driving, an increase of 5 to 20 dB from the estimated existing conditions. The greatest school L_{eq} under Alternative 2 would be 73-81 dB.</p> <p>NAVBASE Kitsap-Bangor Noise levels at noise sensitive areas due to construction equipment at the proposed forge shop location and Radio Hill complex expansion site during the construction phase would range from 50 to 65 dB L_{max}, which would be similar in L_{max} to a passing road vehicle.</p> <p>Relocation of aircraft carrier maintenance to the east end of the shipyard would change noise levels that could be more noticeable to off-site receptors at NAVBASE Kitsap-Bremerton. Operation of the new forge shop would add a new source of noise at NAVBASE Kitsap-Bangor.</p>	<p>NAVBASE Kitsap-Bremerton Temporary increase in noise associated with construction-related activities and potential for impacts to noise sensitive areas. There would be a greater distance between the nearest schools and the proposed pile driving locations under Alternative 3 than Alternative 2. The greatest school L_{eq} under Alternative 3 would be approximately 72-79 dB.</p> <p>NAVBASE Kitsap-Bangor Construction-related noise impacts at NAVBASE Kitsap-Bangor would be less than described in Alternative 2 because Alternative 3 does not include construction of the forge shop.</p> <p>Impacts to noise from operations would be similar to existing operations at both NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor.</p>
3.11 Utilities and Infrastructure	No change	<p>NAVBASE Kitsap-Bremerton Disruption of utility service due to relocating utilities or when connecting or disconnecting utilities during construction. Impacts would be short-term (less than 12 hours for most utilities) and localized to areas at PSNS & IMF where work was occurring.</p> <p>Implementation of BMPs to reduce disruptions, such as scheduling utility turnovers outside of normal working hours or on weekends during construction.</p> <p>NAVBASE Kitsap-Bangor Impacts would be similar to the impacts at NAVBASE Kitsap-Bremerton, but of a lesser magnitude because less construction would take place at this installation.</p>	<p>NAVBASE Kitsap-Bremerton Similar to Alternative 2, except impacts would be of a lesser magnitude because Alternative 3 includes less demolition and construction.</p> <p>NAVBASE Kitsap-Bangor Similar to Alternative 2, except impacts would be of a lesser magnitude because the new forge shop would not be located at this installation.</p> <p>During operations, all utilities would be installed and functional. Increases would be addressed through final design.</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		During operations, all utilities would be installed and functional. Increases in demand would be addressed through final design.	
3.12 Transportation	No change	<p>NAVBASE Kitsap-Bremerton</p> <p>Degradation of LOS during peak hours at the following intersections:</p> <ul style="list-style-type: none"> • Shift 1 p.m.: SR 3 at Sam Christopherson Avenue intersection (Int #9) at LOS F related to additional project trips on eastbound through movement. • Shift 1 p.m.: SR 3 at Imperial Way intersection (Int #10) at LOS F related to additional project trips on eastbound left turn movement. • Shift 2 a.m.: SR 3 at Sam Christopherson Avenue intersection (Int #9) at LOS F related to additional project trips on northbound left turn and westbound through movements. • Shift 2 p.m.: SR 3 at Imperial Way intersection (Int #10) at LOS F related to additional project trips on southbound movements. <p>Mitigation measures such as adjusting worker shift times, using construction flag men, or restriping would reduce impacts to an acceptable Level of Service.</p> <p>Approximately 100-150 construction worker vehicles would park within the City of Bremerton and walk to NAVBASE Kitsap-Bremerton to work during the peak construction period. This could incrementally add to parking issues identified by the City of Bremerton.</p> <p>The Navy would address on-installation parking issues as part of construction management. The Navy will continue to coordinate with the City of Bremerton regarding the findings</p>	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor</p> <p>There would be no appreciable difference in impacts associated with construction or operations for Alternative 3 over Alternative 2.</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		<p>and recommendations of the Joint Compatibility Transportation Plan.</p> <p>No primary installation operational changes are expected under Alternative 2.</p> <p>NAVBASE Kitsap-Bangor Approximately 100 workers per day during construction of the forge shop and up to 50 workers per day for the Radio Hill complex expansion would generate trips within the local roadway network. During operations, the expansion of the Radio Hill complex would incrementally increase traffic on local roadways but would not impact congestion due to low traffic volumes.</p>	
3.13 Marine Navigation	No change	<p>NAVBASE Kitsap-Bremerton Increased number of vessels in and around the construction sites. Increased vessel traffic beyond Sinclair Inlet and Rich Passage for transport of equipment, material, and personnel.</p> <p>Naval marine traffic volumes and operation of the port security barrier would return to pre-construction levels once construction is complete. Therefore, there are no expected impacts to existing marine traffic during operations.</p> <p>NAVBASE Kitsap-Bangor No marine traffic required for construction and operation of the proposed facilities at NAVBASE Kitsap-Bangor.</p>	<p>NAVBASE Kitsap-Bremerton Increased number of vessels in and around the construction sites. Increased vessel traffic beyond Sinclair Inlet and Rich Passage for transport of equipment, material, and personnel.</p> <p>Naval marine traffic volumes and operation of the port security barrier would return to pre-construction levels once construction is complete. Therefore, there are no expected impacts to existing marine traffic during operations.</p> <p>NAVBASE Kitsap-Bangor No marine traffic required for construction and operation of the proposed facilities at NAVBASE Kitsap-Bangor.</p>
3.14 Public Health and Safety	No change	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor Increase in construction traffic, noise, and the use of hazardous substances (i.e., POLs) and the generation of solid waste and potentially hazardous waste.</p>	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor Increase in construction traffic, noise, and the use of hazardous substances (i.e., POLs) and the generation of solid waste and potentially hazardous waste.</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		<p>Ground disturbance in areas of known contamination.</p> <p>Construction BMPs to minimize impacts.</p> <p>Operations impacts to public health and safety would be similar to existing operational activities at NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor.</p>	<p>Ground disturbance in areas of known contamination.</p> <p>Construction BMPs to minimize impacts.</p> <p>Operations impacts to public health and safety would be similar to existing operational activities at NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor.</p>
3.15 Hazardous Materials and Wastes	No change	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor</p> <p>Increase in the use of hazardous substances (i.e., POLs) and the generation of solid waste and potentially hazardous waste. In-water work (at NAVBASE Kitsap-Bremerton) or ground disturbance (at NAVBASE Kitsap-Bangor and NAVBASE Kitsap-Bremerton) in areas of known contamination.</p> <p>Construction BMPs to minimize impacts.</p> <p>Impacts from operations would be similar to existing shipyard operations.</p>	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor</p> <p>Increase in the use of hazardous substances (i.e., POLs) and the generation of solid waste and potentially hazardous waste. In-water work (at NAVBASE Kitsap-Bremerton) or ground disturbance (at NAVBASE Kitsap-Bangor and NAVBASE Kitsap-Bremerton) in areas of known contamination.</p> <p>Construction of the new M2D2 would occur ‘in the wet,’. The potential for impacts from hazardous materials and waste are higher with Alternative 3.</p> <p>Construction BMPs to minimize impacts.</p> <p>Impacts to operations would be similar to existing shipyard operations.</p>
3.16 Socioeconomics	No change	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor</p> <p><u>Population</u></p> <p>114 workers moving to the area with a population increase of 285 people.</p> <p><u>Schools</u></p> <p>A total of 46 students at the peak of construction which would be an increase in the number of students in the ROI of less than 0.2 percent. This would be a minor temporary adverse impact.</p>	<p>NAVBASE Kitsap-Bremerton and NAVBASE Kitsap-Bangor</p> <p>Impacts under Alternative 3 would be similar to those described for Alternative 2. Operational employment and local expenditures within Kitsap County would remain similar to current levels.</p>

Section and Resource	Alternative 1 (No-Action)	Alternative 2 (Preferred Alternative)	Alternative 3
		<p><u>Housing</u> 114 housing units would equate to 1.4 percent of the total vacant housing units in the ROI.</p> <p><u>Employment and Income</u> 1,214 direct, indirect, and induced jobs per year. Labor income supported by construction activities would total approximately \$76.4 million per year. The increased jobs and labor income in the ROI would be a moderate beneficial impact.</p> <p><u>Economic Activity</u> Construction spending and hiring in would be an estimated increase of \$89.2 million per year. The stimulated local economy would be a moderate temporary beneficial impact.</p> <p><u>State and Local Taxes</u> Tax revenues including an estimated \$1.7 million per year to the State of Washington and \$316,163 per year to Kitsap County. The increase in tax revenues would be a moderate temporary beneficial impact.</p> <p>Operational employment and local expenditures within Kitsap County would remain similar to current levels.</p>	

Legend: ACHP = Advisory Council on Historic Preservation; BMP = best management practice; CERCLA = Comprehensive Environmental Response, Compensation, and Liability Act; CFR = Code of Federal Regulations; CM = cubic meter; CMP = Compensatory Mitigation Plan; COC = contaminant of concern; CWA = Clean Water Act; CY = cubic yard; dB = decibel; DD = Dry Dock; DNL = Day-Night Average Sound Level; DoD = Department of Defense; DU = Decision Unit; Ecology = Washington Department of Ecology; EFH = Essential Fish Habitat; ESA = Endangered Species Act; GHG = greenhouse gas; HAP = hazardous air pollutant; KOP = key observation point; L_{eq} = equivalent sound level; L_{max} = maximum sound level; M2D2 = multi-mission dry dock; MBTA = Migratory Bird Treaty Act; NAAQS = national ambient air quality standards; NAVBASE = Naval Base; Navy = U.S. Department of the Navy; NHL = National Historic Landmark; NHPA = National Historic Preservation Act; NMFS = National Marine Fisheries Service; NPDES = National Pollutant Discharge Elimination System; NPS = National Park Service; OU = Operable Unit; POLs = petroleum, oils, lubricants; PSNS = Puget Sound Naval Shipyard; RFFA = reasonably foreseeable future action; ROD = Record of Decision; ROI = region of interest; SF = square feet; SHPO = State Historic Preservation Officer; SWPPP = Stormwater pollution prevention plan; U.S. = United States; UFC = United Facilities Criteria; USACE = U.S. Army Corps of Engineers; EPA = Environmental Protection Agency; USFWS = U.S. Fish and Wildlife Service; WOTUS = waters of the United States

ES.3.4 Public Involvement

The Navy published a Notice of Intent to prepare an EIS in the Federal Register on June 8, 2022 (Volume 87, number 110). A Notice of Intent announced the public scoping period, the day and time of the public scoping meeting, and opportunities for public comment. The Navy also invited public engagement and comments pursuant to the National Historic Preservation Act (NHPA) Section 106 process beginning with this scoping process. Notices announcing the intent to prepare an EIS and details of the public scoping meeting were published in the following newspapers:

- *Seattle Times* (June 9, 10, and 11, 2022)
- *Kitsap Sun* (June 9, 10, and 11, 2022)

The Navy also published additional notices announcing the public scoping meeting in the following newspapers:

- *Seattle Times* (June 16, 20, 21, and 22, 2022)
- *Kitsap Sun* (June 16, 20, 21, and 22, 2022)
- *North Kitsap Herald* (June 17, 2022)
- *Port Orchard Independent* (June 17, 2022)

The Navy solicited public and agency comments during a scoping period from June 8, 2022, through July 11, 2022. The Navy provided the following web-based platforms to inform the public about the Proposed Action:

- Virtual scoping meeting on June 23, 2022, from 5:30–6:30 p.m. Pacific Time
- EIS website (www.BremertonWaterfrontImprovementsEIS.com) live on June 8, 2022, and will remain active through the Record of Decision
- Project Email (info@BremertonWaterfrontImprovementsEIS.com)

The Navy accepted scoping comments through the virtual scoping meeting, project website, project email, and via mail at Naval Facilities Engineering Systems Command Northwest, Attn: Bremerton EIS Project Manager, 1101 Tautog Circle, Room 210, Silverdale, Washington 98315.

During the scoping period, which ran from June 8, 2022 to July 11, 2022, 26 submittals were received from the public, tribes, and agencies. Of those 26 submittals, 61 comments were received. The submittals included:

- 6 letters via the project email/website (Washington [WA] State Department of Transportation [WSDOT] Ferries, WA State Department of Ecology (Ecology), U.S. Environmental Protection Agency [EPA], U.S. National Park Service [NPS], City of Bremerton, Suquamish Tribe)
- 9 comments received at the virtual public scoping meeting
- 7 comments received from private citizens via the project email/website
- 4 emails from agencies with “No comment at this time” (U.S. Bureau of Reclamation, U.S. Geological Survey, U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration [NOAA])

The Navy considered comments received during the scoping period when preparing the Draft EIS and complying with Section 106 of the NHPA. Scoping comments influenced analysis in some resource sections (Table 1-4). A Scoping Summary Report is provided in Appendix B.