
Bremerton Waterfront Infrastructure Improvements



Draft Environmental Impact Statement

July 2025

BremertonWaterfrontImprovementsEIS.com



INTRODUCTION

The U.S. Navy invites the public to provide comments on the environmental analysis presented in the Draft Environmental Impact Statement (EIS). This fact sheet describes the Navy's Proposed Action and alternatives; the potential environmental impacts from the Proposed Action and alternatives; and how the public can be involved in the environmental review process.

Pursuant to the National Environmental Policy Act (NEPA), the Navy prepared an 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 invites the public to comment on the Draft EIS during a 45-day public review and comment period from July 18 to Sept. 3, 2025.



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 is more than 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 Dry Dock 6 in the early 1960s, the shipyard has had few major infrastructure updates since World War II, which has led to significant ship maintenance delays. 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 is flooded as a vessel navigates into it and then drained to allow the vessel to come to a 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.

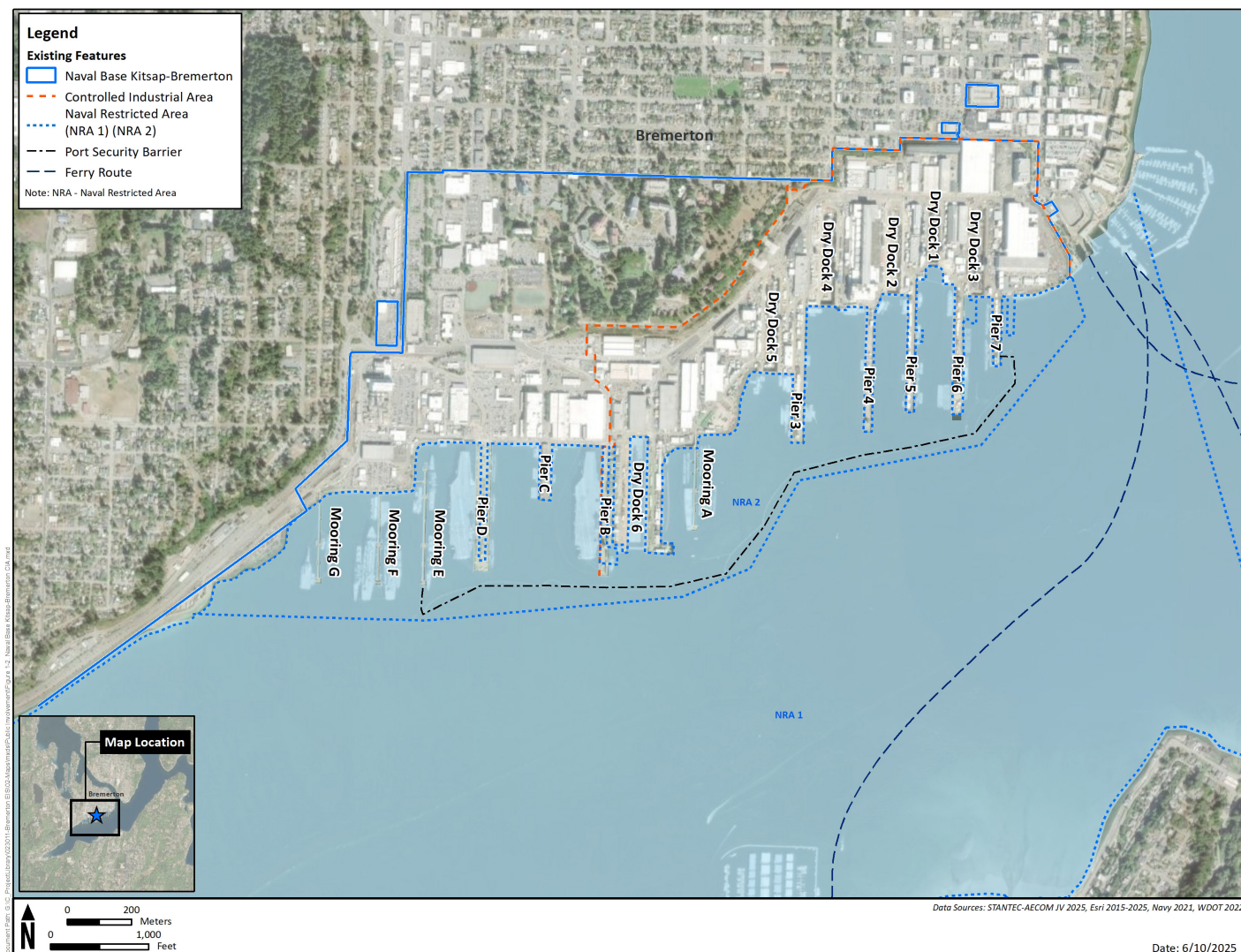


Figure 1. PSNS & IMF is located at Naval Base Kitsap-Bremerton, which is on the north side of Sinclair Inlet within the city of Bremerton in Kitsap County, Washington

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 Proposed Action includes the demolition, replacement, and/or construction of other piers, wharves, moorings, cranes, buildings, and support facilities to accommodate the new multi-mission dry dock. Proposed support facilities include a new forge shop and expanded Radio Hill complex at Naval Base Kitsap-Bangor. The Proposed Action would include dredging to create adequate water depth at wharves and piers and as required for construction of new structures.

The Notice of Intent published in June 2022 included several projects that are no longer part of the Proposed Action. Pier 5 demolition, Pier 6 replacement, and Dry Dock 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 NEPA requirements.

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 to enable PSNS & IMF to continue to meet its mission to support the Navy's nuclear fleet into the foreseeable future.

The Proposed Action is needed because:

- PSNS & IMF does not have the dry dock capability to support the Navy's newest Ford-class aircraft 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 seismic standards.

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



ALTERNATIVES

The Navy considered numerous alternatives to meet its purpose and need. Alternatives that met the purpose and need were evaluated against screening criteria. Two action alternatives are currently under consideration in addition to the No Action Alternative. Alternative 2 is the Navy's Preferred Alternative.

Feature	Alternative 1 No Action Alternative	Alternative 2 (Preferred) Multi-Mission Dry Dock at Dry Dock 3	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 Wharf	No multi-mission dry dock constructed	New nuclear-powered aircraft carrier repair wharves, including Wharf 6 at multi-mission dry dock west wall and Wharf 7 at multi-mission dry dock east wall	New nuclear-powered aircraft carrier repair wharf (Wharf 2) at multi-mission dry dock east wall
Temporary Construction Access Pier	No temporary construction access pier	Add temporary construction access pier	Add temporary construction access pier
Moorings E, F, and G	No change	No change	Modify to store inactivated ships from Mooring A
Forge Shop	No change	New forge shop at Naval Base Kitsap-Bangor	No change
Parking Garage	No new parking garage	No new parking garage	Construct a new parking garage
Pier 2	No new Pier 2 constructed	Construct 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 6	No change	New Wharf 6 at multi-mission dry dock west wall	No change
Hammerhead Crane	No change	Deconstruct and remove	Deconstruct and remove
Building 460	No change	Demolish and replace	No change
Pier 7	No change	New Wharf 7 at multi-mission dry dock 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 to create adequate depth at wharves and piers and to accommodate construction of new structures	Dredge to create a new turning basin and to accommodate construction of new structures
Building Demolition and Replacement	No change	Building demolition and replacement	Building demolition and replacement
Radio Hill Complex at Naval Base Kitsap-Bangor	No change	Expand Radio Hill complex	Expand Radio Hill complex

Alternative 1: No Action Alternative

Under the No Action Alternative, the proposed multi-mission dry dock would not be constructed 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.



Alternative 2: Multi-Mission Dry Dock at Dry Dock 3 (Preferred Alternative)

Under Alternative 2, the Navy would:

- Construct a multi-mission dry dock at the location of Dry Dock 3
- Construct a wharf (Wharf 7) on the east wall of the multi-mission dry dock and construct a wharf (Wharf 6) on the west wall of the multi-mission dry dock
- Add a temporary construction access pier
- Demolish the existing forge shop and construct a new forge shop at Naval Base Kitsap-Bangor
- Construct a new Pier 2
- Replace Pier 4 with a new pier
- Deconstruct and remove the Hammerhead Crane
- Demolish Piers 6 and 7 (become new Wharf 6 and Wharf 7 of the multi-mission dry dock)
- Remove pier pilings/footers at former Pier 8
- Dredge sediment to create adequate water depth at wharves and piers, and to accommodate the construction of new structures
- Demolish and replace the shipfitter-welder shop (Building 460) at a new location
- Demolish and replace the storage facility with a shipyard support building
- Expand the Radio Hill complex at Naval Base Kitsap-Bangor

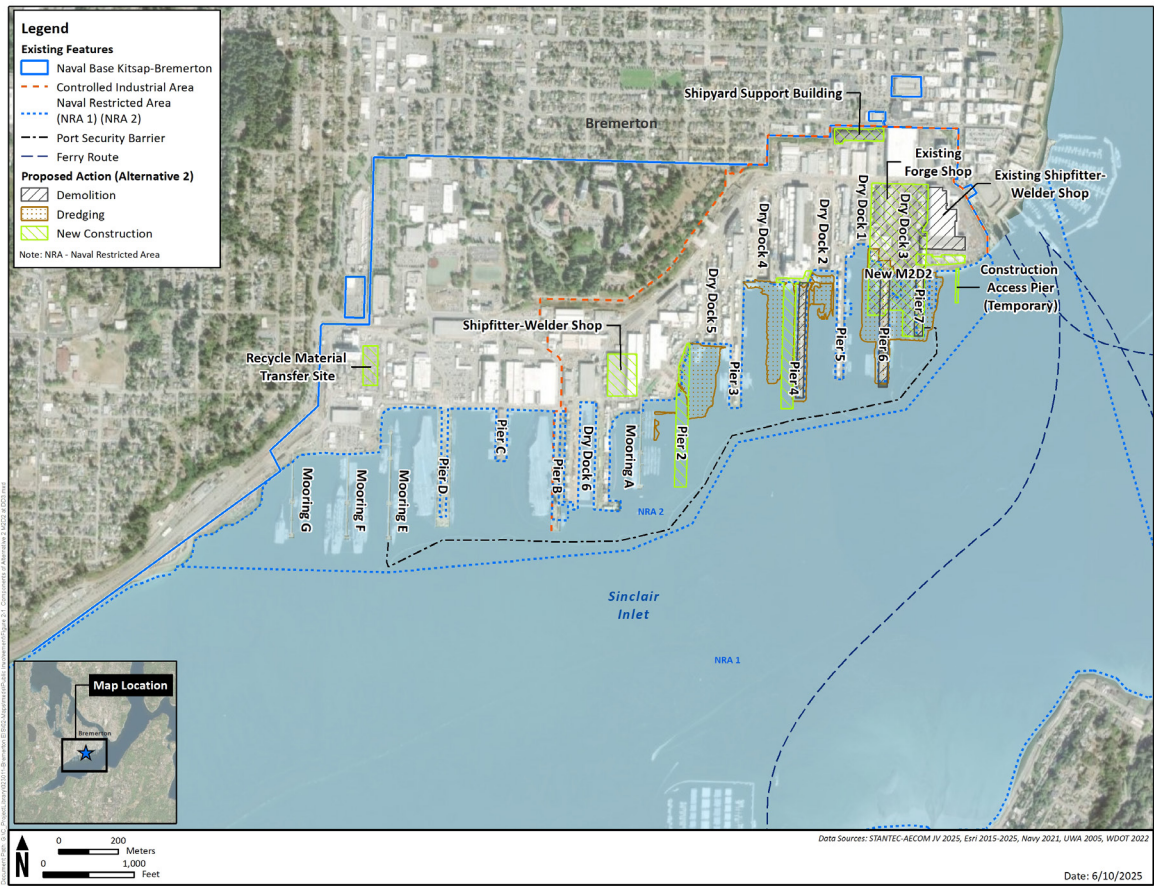


Figure 2. Alternative 2 at Naval Base Kitsap-Bremerton (Preferred Alternative)



Figure 2-1. Alternative 2 at Naval Base Kitsap-Bangor (Preferred Alternative)

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 east wall of the multi-mission dry dock
- Add a temporary construction access pier
- Modify Moorings E, F, and G to store inactivated ships from Mooring A
- Construct a new parking garage at Naval Base Kitsap-Bremerton
- Demolish and replace Pier 4
- Demolish Mooring A
- Deconstruct and remove the Hammerhead Crane
- Dredge sediment to create a new turning basin, and to accommodate water depth for the construction of new structures
- Demolish buildings near Mooring A
- Demolish and replace the storage facility with a shipyard support building
- Expand the Radio Hill complex at Naval Base Kitsap-Bangor

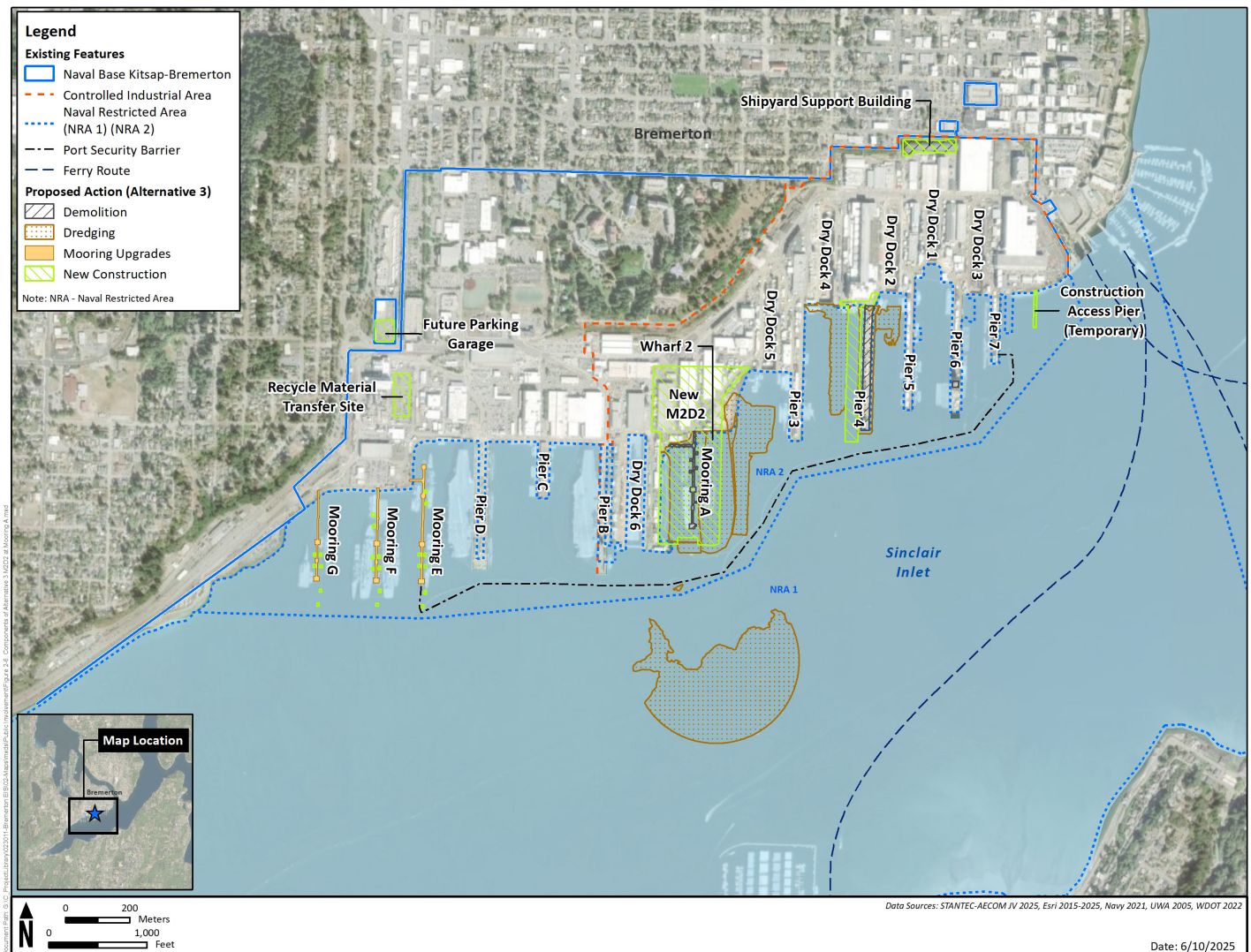


Figure 3. Alternative 3 at Naval Base Kitsap-Bremerton

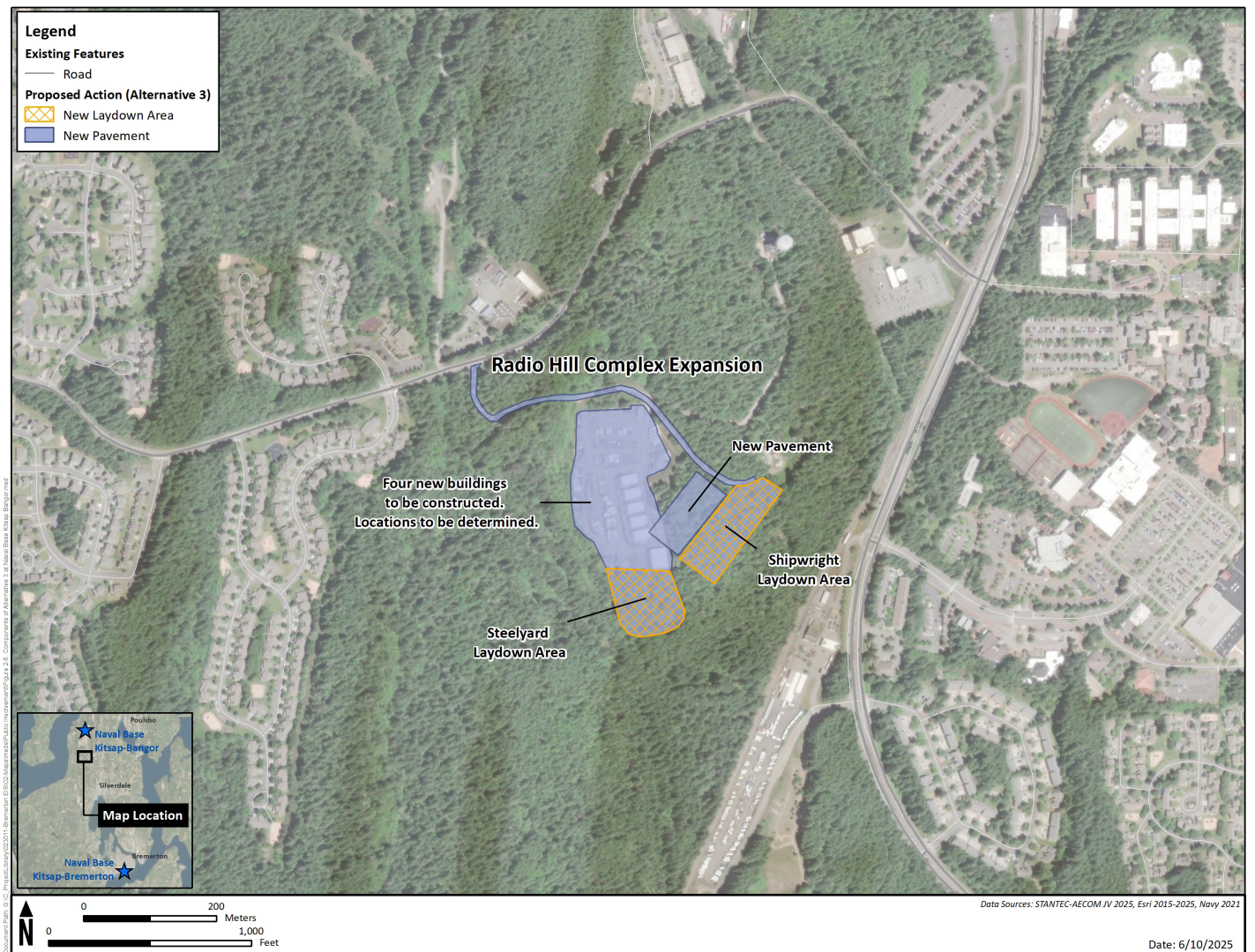


Figure 3-1. Alternative 3 at Naval Base Kitsap-Bangor



SUMMARY OF DRAFT EIS FINDINGS

The Navy prepared a Draft EIS to evaluate the potential environmental impacts of its Proposed Action to construct a new multi-mission dry dock and associated waterfront infrastructure improvements at PSNS & IMF. The Navy analyzed 15 environmental resource areas. Below is a summary of the potential impacts on these resource areas. For more detailed information on potential impacts, please refer to the Draft EIS, available at: [BremertonWaterfrontImprovementsEIS.com](https://www.bremertonwaterfrontimprovements.com).

Air Quality: Emissions of criteria pollutants and greenhouse gases would be anticipated during construction. Air quality impacts are not expected to exceed the ambient air quality standards or increase human health risks from hazardous air pollutants. Air quality would be managed using best management practices. After construction, emissions from operations may decrease as new facilities would be more energy efficient.

Water Resources: Demolition and construction activities would result in temporary impacts to water quality in Sinclair Inlet. During construction the management, treatment, and discharge of stormwater to Sinclair Inlet would comply with applicable construction permits and best management practices to reduce impacts to water quality, wetlands, and shorelines. Construction would result in a net increase of impervious surfaces associated with the new dry dock and piers, which will result in more stormwater runoff to Sinclair Inlet and process water collected in the dry dock basin. These discharges would comply with applicable water quality permits. Long-term improvements in water quality would result from the installation of new stormwater and wastewater piping, collection, and treatment infrastructure.

Geological Resources: Construction, demolition, and modification of upland facilities would result in minimal changes to topography at Naval Base Kitsap-Bremerton. Dredging activities at Naval Base Kitsap-Bremerton would provide long-term benefits to marine life and the benthic environment through the removal of contaminated sediment. Construction activities associated with the expansion of the Radio Hill complex and the forge shop at Naval Base Kitsap-Bangor would include clearing, grading, cutting, and filling. Temporary negative impacts would be mitigated in accordance with applicable permits and erosion control best management practices. New structures would be built to comply with seismic standards to minimize the potential effects of seismically induced ground movement during operations.

Biological Resources: Construction would result in impacts to fish and wildlife through airborne and in-water noise; water quality degradation from turbidity; temporary displacement of forage fish; nearshore barriers; and changes to overwater shading and lighting. Impacts would be minimized through best management practices in accordance with the applicable permits. Dredging and demolition during construction would result in a loss of marine vegetation and invertebrates. However, construction would also result in long-term improvements to the benthic habitat and Essential Fish Habitat through the removal of contaminated sediment. During operations, the new multi-mission dry dock and piers would impact salmon migration through changes to nearshore barriers, predation, overwater shading, and lighting. Operations would also result in the long-term loss of marine habitat, invertebrates, and vegetation. The expansion of the Radio Hill complex and new forge shop at Naval Base Kitsap-Bangor would result in the removal of habitat and increased human activity. The Navy is consulting with the National Marine Fisheries Service on marine mammals and Essential Fish Habitat, and consulting with both the U.S. Fish & Wildlife Service and National Marine Fisheries Service on Endangered Species Act (ESA)-listed species and designated critical habitat for demolition, construction, and operations.

Cultural Resources: Construction impacts include significant alterations to the PSNS Historic District and to the Navy Yard Puget Sound National Historic Landmark, and potential disturbance to historic properties and unrecorded archaeological sites. Visual changes to views of the shipyard would likely permanently alter the setting of the Officers' Row Historic District. The Navy is consulting with the State Historic Preservation Office, National Park Service, Advisory Council on Historic Preservation



and other interested parties regarding effects in accordance with the National Historic Preservation Act. There would be no impacts to historic properties from operations.

American Indian Traditional Resources:

Construction activities and increased vessel traffic could have temporary impacts on the availability and harvestability of traditional resources and interfere with Tribal fishing. However, long-term beneficial impacts to traditional resources could possibly result from the removal of contaminated sediment. The Navy is conducting government to government consultation with Tribes.

Land Use and Recreation: Construction activities could interfere with recreational fishing activities through increased vessel traffic and behavioral changes in salmon in Sinclair Inlet. Following the completion of construction, the Proposed Action would have no impact on recreation in Sinclair Inlet during operations. The Proposed Action would have no impact on land use and recreation in the City of Bremerton.

Visual Resources: During operations, permanent impacts on visual resources would result from the removal of both the Hammerhead Crane and shipfitter-welder shop (Building 460), replacement of the existing Storage Facility, and the addition of a multi-mission dry dock. The multi-mission dry dock would use similar colors to the existing facilities to help minimize visual contrast. The presence of Ford-class aircraft carriers at the multi-mission dry dock would be noticeable, but consistent with the existing shipyard and industrial complex, and replacement buildings would be visually consistent with the existing facilities.

Noise: During construction, increases in noise created primarily by pile driving at Naval Base Kitsap-Bremerton would impact noise sensitive areas. Noise impacts from construction would be minimized to the extent practicable through methods such as prohibiting pile driving at night. During operations, noise would be similar to existing shipyard operational noise levels.

Utilities and Infrastructure: Impacts on utilities during construction would be minimal and short-term. Utility impacts would likely be related to the relocation of existing utilities resulting in temporary outages. The implementation of best management practices would reduce disruptions to utility services. During operations, all utilities would be installed and functional. Any increases in demand would be addressed through final design.

Transportation and Traffic: Construction would result in increased traffic traveling to and from Naval Base Kitsap-Bremerton and Naval Base Kitsap-Bangor, in addition to increased vehicle parking within the City of Bremerton. Traffic impacts could be mitigated by adjusting construction shift times to be during off-peak hours and using traffic control flaggers. There would be no operational impacts expected.

Marine Navigation: Vessels transporting construction equipment, material, and personnel would increase the amount of marine traffic in Sinclair Inlet and Rich Passage. Marine traffic would return to pre-construction levels after construction of the Proposed Action is complete.

Public Health and Safety: Construction would result in localized effects to public health and safety due to increased noise, traffic, use of hazardous substances, and generation of solid waste and potentially hazardous waste. Operational impacts of the Proposed Action are expected to be similar to current shipyard operations.

Hazardous Materials and Wastes: Construction and demolition would increase the use of hazardous substances and generation of both solid waste and potentially hazardous waste. In-water work and ground disturbance in areas of known contamination could increase human and environmental exposure to hazardous materials. Impacts during operations would be similar to existing shipyard operations.

Socioeconomics: Construction workers are likely to come from the large population centers of Seattle and Tacoma, which are within commuting distance of Naval Base Kitsap-Bremerton and Naval Base Kitsap-Bangor. However, a minimal increase to the local population would be anticipated as a portion of the workers decide to relocate to the surrounding area, resulting in a small increase in demand for housing and public services. Construction activities would result in direct, indirect, and induced job creation, a temporary increase in the region's gross product, and a temporary increase in local tax revenue. Operational employment and local expenditures within Kitsap County would remain similar to current levels.



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 has prepared a Draft 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 invites comments on the environmental analysis presented in the Draft 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 area of potential effects, determine potential effects, 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, which includes 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:** The public helps to identify the scope of analysis, environmental resource areas, and potential alternatives to be analyzed in the EIS. The public scoping period ended on July 11, 2022. The Navy considered input received during the public scoping period in the development of the Draft EIS.
- **Draft EIS Public Review and Comment Period (We are now in the public review and comment period, July 18 to Sept. 3, 2025):** The public is invited to review, evaluate, and comment on the environmental impact analysis presented in the Draft EIS. The Navy considers input received during this period in the development of the Final EIS.



HOW TO PARTICIPATE

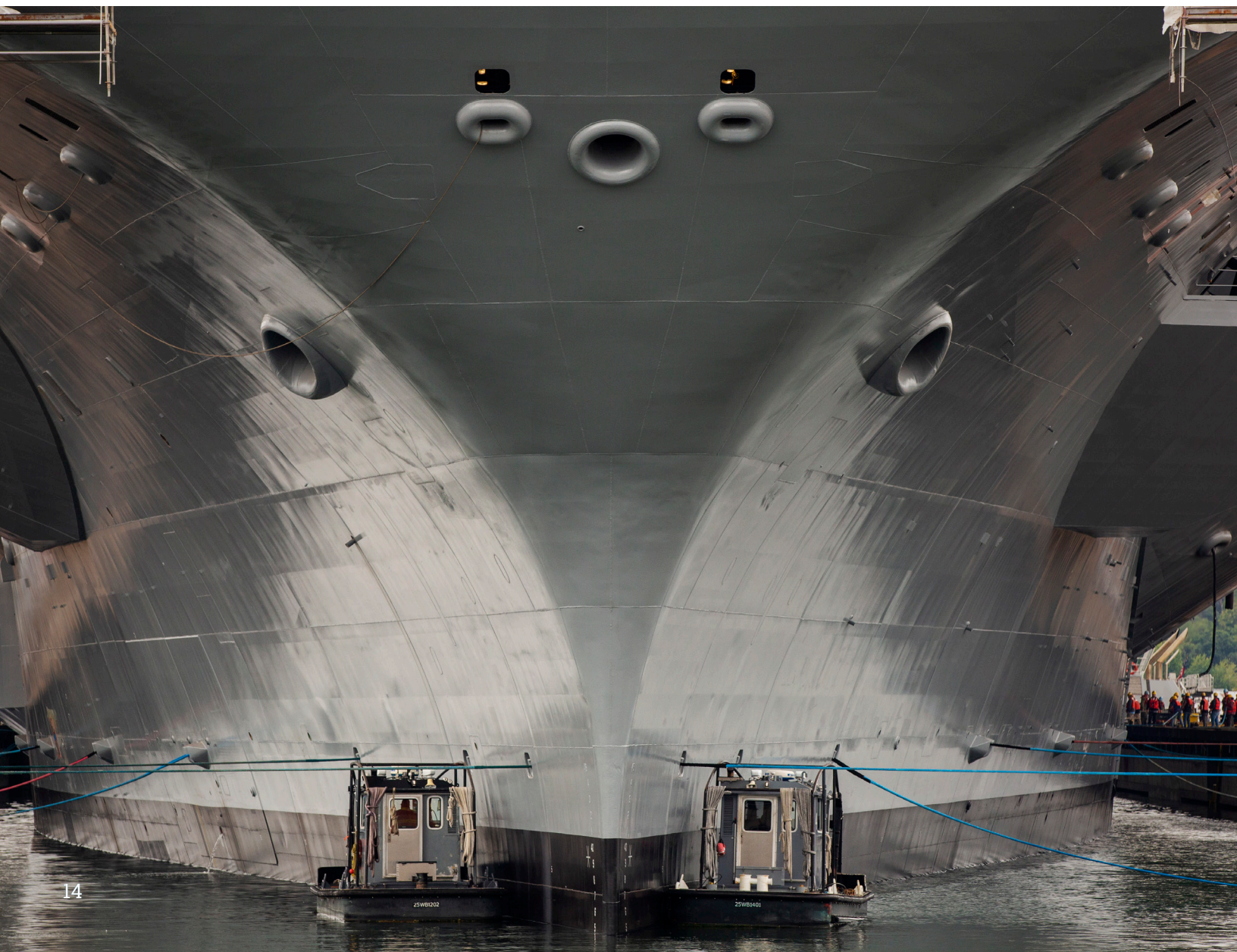
The Navy is currently accepting comments on the Draft EIS during the public review and comment period and is holding a public meeting on Aug. 7, 2025. The public, including elected officials, government agencies, Tribes, non-governmental organizations, and interested individuals, are encouraged to participate and comment in any of the following ways:



- Submit comments in person at the public meeting on Aug. 7, 2025
- 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 45-day public review and comment period ends on Sept. 3, 2025. Comments must be postmarked or submitted electronically by 11:59 p.m. Pacific Time on Sept. 3, 2025, to be considered in the development of the Final EIS.

Individuals unable to attend the public 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 to July 11, 2022 Virtual Public Scoping Meeting: June 23, 2022
Draft EIS	Presents the analysis of potential environmental impacts for each identified alternative	July 18, 2025
 Draft EIS Public Review and Comment Period	Opportunity for public review and comment on the analysis presented in the Draft EIS	Comment Period: July 18 to Sept. 3, 2025 Public Meeting: Aug. 7, 2025
Final EIS	Includes updates to the Draft EIS and the public comments received during the Draft EIS comment period	Summer 2026
30-Day Wait Period	Opportunity for the public to see how comments on the Draft EIS were considered	Summer 2026
Record of Decision	Announces the Navy's formal decision on the selected alternative	Summer/Fall 2026



Opportunity for Public Comment



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