

EXECUTIVE SUMMARY

INTRODUCTION

This Environmental Impact Statement (EIS) is being prepared in accordance with the National Environmental Policy Act (NEPA) to evaluate the environmental effects resulting from constructing and operating the facilities and infrastructure needed to create the capacity to home port three NIMITZ-class nuclear-powered aircraft carriers (CVNs) within the U.S. Pacific Fleet at four potential naval concentrations: (1) San Diego, California; (2) Bremerton, Washington; (3) Everett, Washington; and (4) Pearl Harbor, Hawaii (see Figures ES-1 through ES-3).

This EIS has been prepared in compliance with NEPA 42 U.S. Code (USC) 4321 et seq, as implemented by the Council on Environmental Quality (CEQ) regulations (Title 40 Code of Federal Regulations [C.F.R.] Parts 1500-1508 [1997]), 32 C.F.R. Part 775 (1997), and the guidelines contained in the Chief of Naval Operations Environmental and Natural Resources Program Manual Instruction (OPNAVINST) 5090.1B of November 1, 1994. It is intended to provide a full and fair discussion of significant environmental impacts associated with a range of alternatives and to inform decisionmakers and the public. This EIS will be used in conjunction with other relevant materials to plan actions and to make decisions.

PURPOSE AND NEED FOR THE PROPOSED ACTION

The Navy has established a Pacific Fleet Force Structure consisting of six aircraft carriers. Home port capabilities for five of these vessels have been established at Navy installations in the continental United States. Home port facilities and infrastructure for two conventionally powered carriers (CV) and one nuclear powered carrier (CVN) currently exist at Naval Air Station North Island (NASNI), Coronado, California; home port facilities and infrastructure for one CVN exist at Naval Station Everett (NAVSTA Everett), Washington; and home port facilities and infrastructure for one CVN exist at Puget Sound Naval Shipyard (PSNS), Bremerton, Washington. Facilities and infrastructure exist in Japan to accommodate a forward-deployed CV.

As aging CVs reach the end of their service life and are replaced by CVNs, the Navy has a need to create the capacity to home port these new CVN assets. The U.S. Pacific fleet is currently undertaking the replacement of two such CVs within the U.S. Pacific Fleet area of responsibility (AOR). Additionally, the U.S. Pacific fleet is reevaluating the existing CVN home port capacity at NAVSTA Everett to determine if those facilities and infrastructure can efficiently support a CVN in terms of maintenance and repair capabilities and crew quality of life.

Of the six aircraft carriers homeported in the U.S. Pacific Fleet, three are currently NIMITZ-class CVNs. The CVN is a newer class of aircraft carrier requiring different homeporting shore infrastructure (e.g., electrical power and water depth). Examination of CVN Home Port Objectives and Requirements is fundamental in identifying locations to create the additional home port capacity required to support the three CVNs examined in this EIS. In broad terms, these CVN Home Port Objectives and Requirements can be described in four categories:

- Operations and training
- Facilities and infrastructure
- Maintenance
- Quality of Life (QOL) for Navy personnel

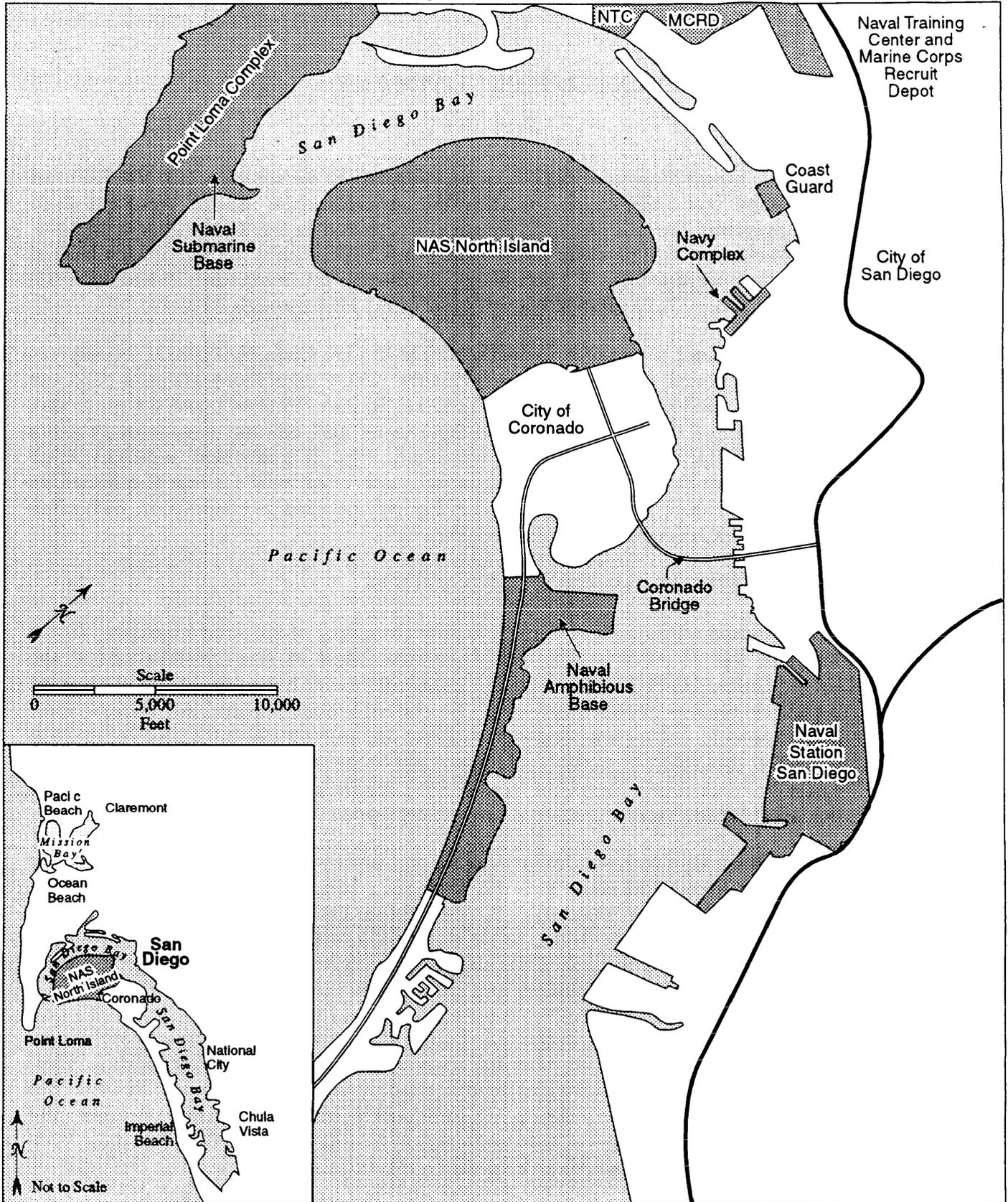


Figure ES-1. NASNI Coronado Vicinity Map

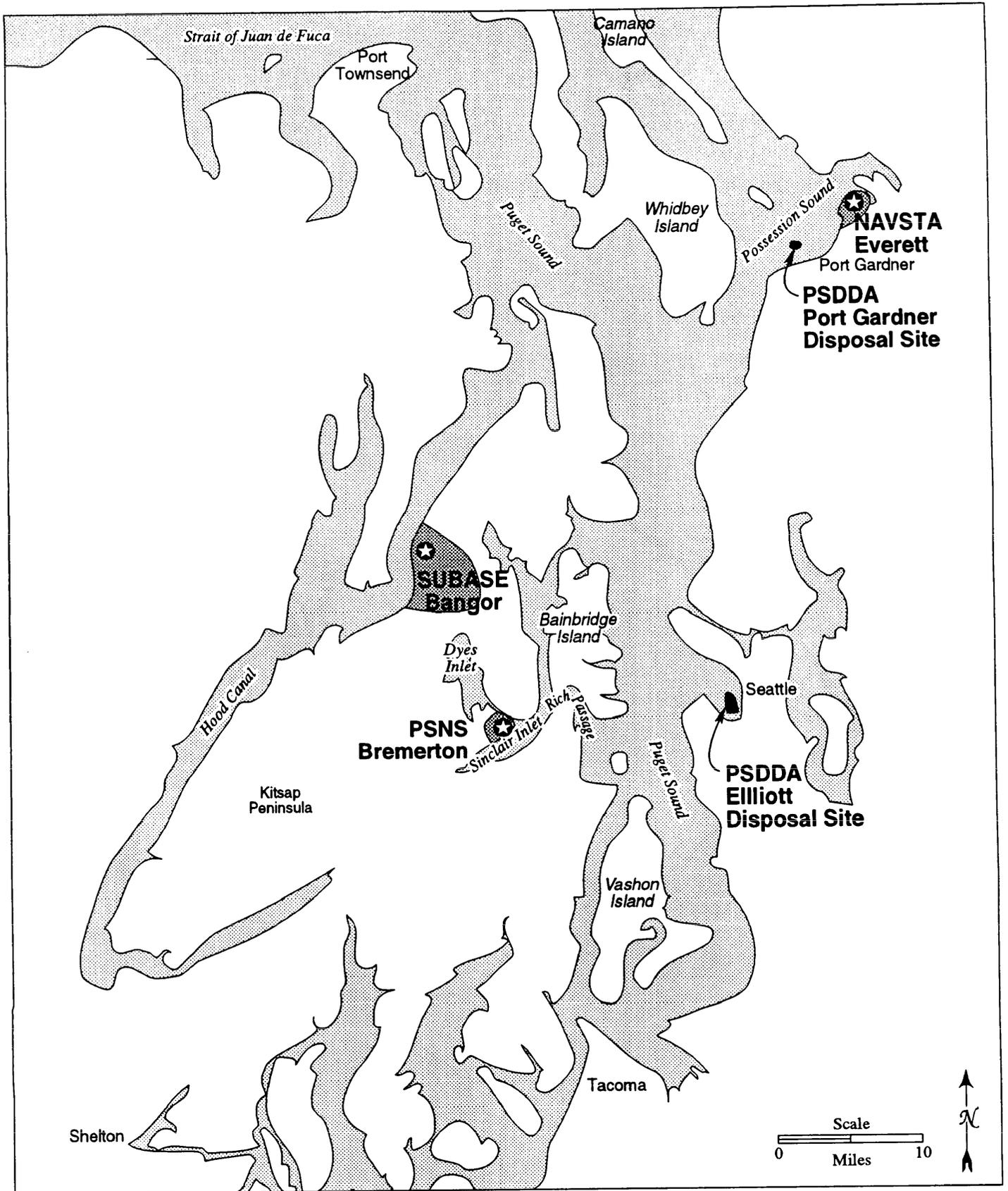


Figure ES-2. Puget Sound Vicinity Map

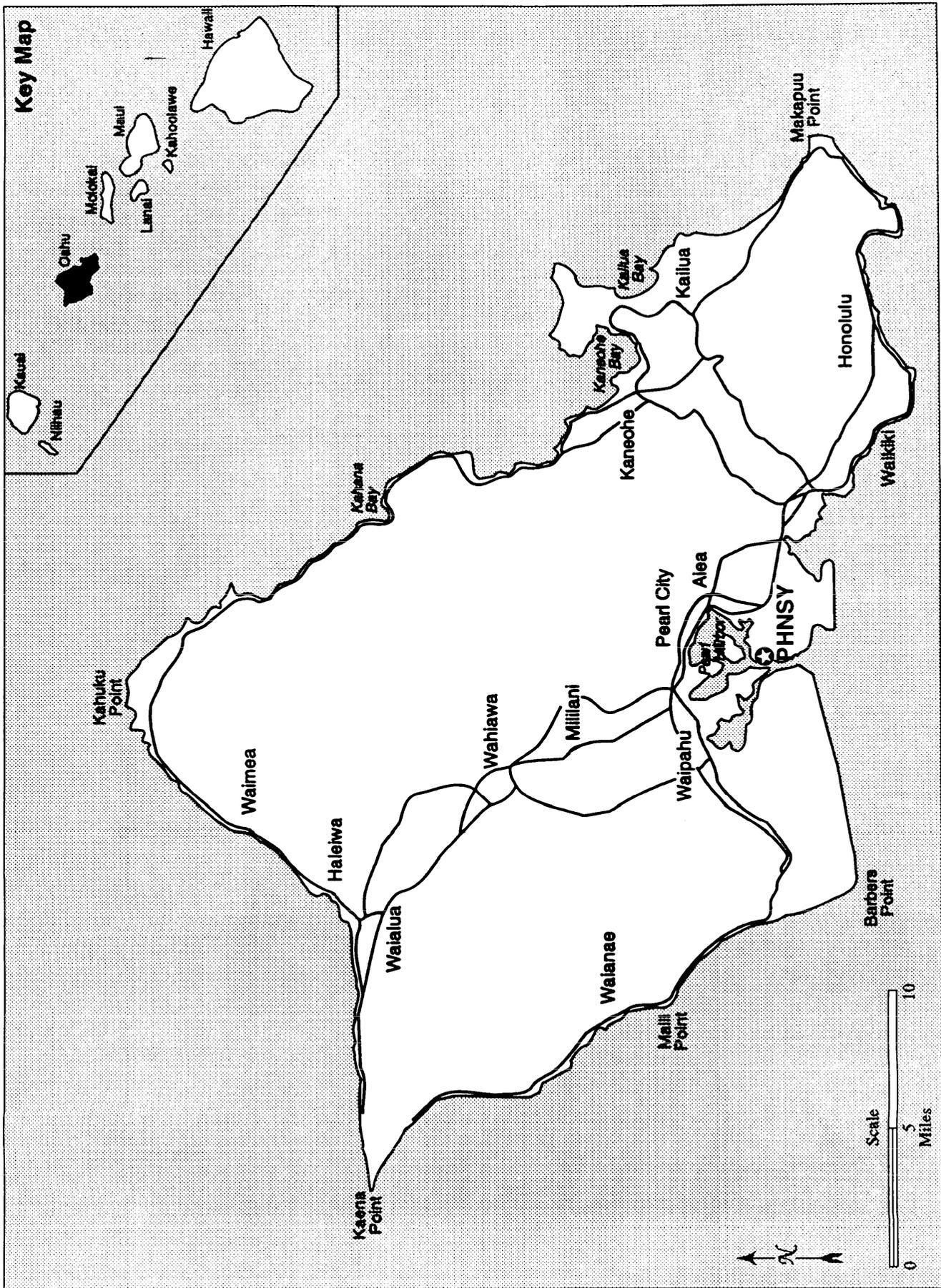


Figure ES-3. Pearl Harbor Naval Complex Vicinity Map

1 This EIS discusses how the CVN Home Port Objectives and Requirements listed above are
2 considered in developing alternative home port locations for achieving the proposed action.

3 **PROPOSED ACTION**

4 To meet the projected CVN homeporting needs of the U.S. Pacific Fleet, both in terms of new CVN
5 assets and reevaluation of the NAVSTA Everett home port capacity, the Navy proposes to select
6 locations within the Pacific Fleet AOR for the construction of the facilities and infrastructure
7 required to create the capacity to home port CVNs. The Navy does not propose to reevaluate the
8 CVN home port capacity created at NASNI and PSNSY as a result of the 1993 BRAC process.

9 **PREFERRED ALTERNATIVE**

10 **The Navy's preferred alternative is Alternative Two, which would upgrade the current facilities**
11 **and infrastructure at NASNI (which has the homeport capacity to support one CVN and two**
12 **CVs) with the additional capacity required to support a total of three CVNs and would**
13 **maintain the existing CVN homeport capacity at NAVSTA Everett. The Navy's preference for**
14 **this home port combination is based on NASNI's accessibility to the sea and training ranges;**
15 **PHNSY's inaccessibility to training ranges and the lack of facilities to support a carrier air**
16 **wing; and the operational and quality of life advantages of the existing CVN home port at**
17 **NAVSTA Everett and the assumption that depot maintenance for that CVN can be successfully**
18 **completed without a significant adverse impact on crew quality of life or maintenance**
19 **schedules and costs.**

20 **This assumption is based upon the expectation that the Department of the Navy or Washington**
21 **State/local governments will be able to develop programs to:**

- 22 **1) Minimize quality of life impacts including commuting times, Navy Personnel**
23 **Tempo of Operations (PERSTEMPO), and quality and availability of housing for**
24 **the Everett ship's crew and their families; and**
- 25 **2) Avoid unacceptable impacts on shipyard and ship's force maintenance work and**
26 **costs associated with that work, during the Everett carrier's PIA and pre and post-**
27 **PIA maintenance.**

28 **Throughout the EIS process, the Navy will continue to update information relating to its**
29 **selection of a preferred alternative. Because NAVSTA Everett only recently assumed its role as**
30 **a CVN home port with the arrival of the USS ABRAHAM LINCOLN (LINCOLN) in January**
31 **1997, validation of the assumption upon which the preferred alternative is based may not occur**
32 **until completion of the 1999 PIA for the LINCOLN, now occurring April to October 1999. New**
33 **information developed during this first PIA for a CVN homeported at NAVSTA Everett will be**
34 **carefully reviewed by the Navy, especially information necessary to ensure that impacts on**
35 **quality of life and maintenance work and costs have in fact been successfully mitigated. The**
36 **regulations implementing NEPA require the Navy to prepare a supplemental EA or EIS should**
37 **significant new information relevant to environmental concerns bearing on the impacts of the**
38 **proposed action become available.**

1 **ADDITIONAL CONSIDERATIONS**

2 In addition to addressing the development of homeporting facilities and infrastructure for these
3 three CVNs, this EIS addresses the following issues:

- 4 • The preservation of an existing transient CVN berth at NASNI
- 5 • The modernization of existing CVN home port facilities at PSNS
- 6 • Relocation of up to four Fast Combat Logistic Support Ships (AOEs) homeported at PSNS

7 The transient berth at NASNI provides direct land access from the ship berth to an airfield for air
8 wing logistic support, including aircraft onloads and offloads for Pacific Northwest homeported
9 CVNs. The majority of the CVNs' underway training is off southern California (SOCAL) and the
10 only carrier access to a West Coast airfield is at NASNI. Therefore, it is essential that transient
11 CVNs remain able to moor temporarily at NASNI to load and off-load their air wing.

12 Modernization of existing CVN berthing facilities at PSNS is based on new criteria established by
13 the Navy for CVN home port facilities. Specifically, existing berths must be dredged and existing
14 piers must be widened to comply with current criteria.

15 Creating additional CVN home port capacity at PSNS would require relocating up to four AOEs
16 currently homeported at that location. Therefore, impacts of relocating up to four AOEs will be
17 analyzed in this EIS.

18 **DEVELOPMENT OF ALTERNATIVES**

19 The CVN Home Port Objectives and Requirements discussed below that must be met for a
20 location to be reasonably considered as a CVN home port. Some level of facility improvements are
21 needed to provide an adequate CVN home port at all locations. The level of facility improvements
22 would be specific to the location and number of CVNs homeported at that location. Candidate
23 locations were selected for consideration in this EIS if they could satisfy the objectives and
24 requirements after the application of the following three criteria:

- 25 • location within the U.S. Pacific Fleet's Area of Responsibility;
- 26 • capable of avoiding the need for extensive modifications to or construction of shore
27 infrastructure and facilities; and
- 28 • capable of providing CVN maintenance in the ship's home port area with the goal of
29 minimizing the impact on crew quality of life.

30 Using the broad objectives outlined above, the Navy identified (DON 1997a) three concentrations
31 of naval presence within the Pacific Fleet for consideration: San Diego, the Pacific Northwest, and
32 Hawaii.

33 Specific locations for homeport capacity were arrived at by examining existing ports within the
34 three concentrations described above, to determine how well they were capable of satisfying the
35 following CVN Home Port Objectives and Requirements:

- 36 • Operations and Training;
- 37 • Facilities;
- 38 • Maintenance; and
- 39 • Quality of Life for Navy Personnel.

1 From this examination, four locations were identified as candidates: NASNI, PSNS, NAVSTA
2 Everett, and PHNSY. All other locations were rejected from consideration in this EIS due to their
3 inability to meet the CVN homeporting objectives and requirements stated above.

4 The Navy (DON 1997a) used the CVN Home Port Objectives and Requirements to determine what
5 facility construction would be necessary at each of the four CVN homeporting locations to support
6 a CVN. The analysis also included evaluating the feasibility of homeporting more than one CVN
7 at each location with respect to (1) the additional construction projects that would be required and
8 (2) other related (but not CVN-specific) projects that might be required based on the number of
9 CVNs homeported.

10 The Navy then determined a reasonable range of combinations of CVNs and AOE for each
11 location (DON 1997a). Some combinations of CVNs and AOE were considered but eliminated as
12 they did not satisfy the CVN Home Port Objectives and Requirements. Finally, combinations of
13 CVNs at locations were brought together into five alternatives, each capable of providing home
14 ports for the three CVNs addressed in this EIS. Each alternative requires a varying level of
15 facilities development, but satisfies CVN Home Port Objectives and Requirements. In addition to
16 the reasonable range of five alternatives, a No Action Alternative is included as required by
17 NEPA. The results of the analysis determining a range of reasonable home port alternatives used
18 in this EIS are displayed in Table ES-1. Table ES-1 is also reproduced at the end of Volume 1.

19 CVN Home Port Facility and Infrastructure Improvements

20 Table ES-2 illustrates the facilities and improvements required for each of the five CVN Home Port
21 alternatives in order to satisfy the CVN Home Port Objectives and Requirements. No
22 improvements would occur under the No Action Alternative.

23 CVN HOMEPORTING ALTERNATIVE COSTS

24 The costs associated with each of the CVN homeporting alternatives are compared below based on
25 "best information available" estimates. Costs are normalized over a 30-year life cycle. Alternative
26 Six (the No Action Alternative) costs purposefully have been calculated at zero by subtracting
27 "status quo" and "baseline" costs to facilitate homeporting alternative comparisons. The status
28 quo is defined as: two CVs at NASNI, four AOE at PSNS, and one CVN at NAVSTA Everett. The
29 cost of the status quo is \$1,263,564,754, representing the operations and housing costs of these
30 ships. The baseline cost, \$43,167,039, is the cost associated with operating, maintaining, and
31 housing the three CVNs and four AOE as described in Alternative Six. Status quo and baseline
32 costs have been subtracted from all alternatives in order to accurately reflect the incremental cost
33 of each alternative.

<i>Alternatives</i>	<i>Cost</i>
Alternative One	\$143,064,637
Alternative Two	\$191,043,560
Alternative Three	\$580,851,882
Alternative Four	\$214,583,470
Alternative Five	\$399,995,135
Alternative Six	\$0

1 Table ES-1. Homeport Capacity Alternatives for CVNs and AOE within the U.S. Pacific Fleet

	CAPACITY ALTERNATIVES (NUMBERS OF SHIPS)					
	One	Two	Three	Four	Five	Six (No Action)
<i>Home Port Locations</i>						
NASNI	3	3	3	2	1	2
PSNS	2	1 ⁽⁴⁾	1 ⁽⁴⁾	1 ⁽⁴⁾	2 ⁽²⁾	2 ⁽⁴⁾
NAVSTA Everett	0 ⁽⁴⁾	1	0	2	1 ⁽²⁾	1
PHNSY	0	0	1	0	1	0
Alternative One NASNI PSNS NAVSTA Everett PHNSY	Facilities for Two Additional CVNs: Capacity for Total of Three CVNs Facilities for One Additional CVN and Relocation of Four AOE: Capacity for Total of Two CVNs Facilities for Removal of Existing CVN and Addition of Four AOE: Capacity for No CVNs Facilities for No CVN: No Change					
Alternative Two NASNI PSNS NAVSTA Everett PHNSY	Facilities for Two Additional CVNs: Capacity for Total of Three CVNs Facilities for No Additional CVN: No Change – Capacity for Total of One CVN Facilities for No Additional CVN: No Change – Capacity for Total of One CVN Facilities for No CVN: No Change					
Alternative Three NASNI PSNS NAVSTA Everett PHNSY	Facilities for Two Additional CVNs: Capacity for Total of Three CVNs Facilities for No Additional CVN: No Change – Capacity for Total of One CVN Facilities for Removal of Existing CVN: Capacity for Total of No CVNs Facilities for One CVN: Capacity for Total of One CVN					
Alternative Four NASNI PSNS NAVSTA Everett PHNSY	Facilities for One Additional CVN: Capacity for Total of Two CVNs Facilities for No Additional CVN: No Change – Capacity for Total of One CVN Facilities for One Additional CVN: Capacity for Total of Two CVNs Facilities for No CVN: No Change					
Alternative Five NASNI PSNS NAVSTA Everett PHNSY	Facilities for No Additional CVN: Capacity for Total of One CVN Facilities for One Additional CVN and Relocation of Two AOE: Capacity for Total of Two CVNs Facilities for No Additional CVN and Addition of Two AOE: Capacity for Total of One CVN Facilities for One CVN: Capacity for Total of One CVN					
Alternative Six NASNI PSNS NAVSTA Everett PHNSY	(No Action Alternative) No Additional Facilities for One Additional CVN: No Additional Capacity for Total of Two CVNs No Additional Facilities for One Additional CVN: No Additional Capacity for Total of Two CVNs No Additional CVN: No Change – Total of One CVN No CVN: No Change					
<i>Notes:</i>	Numbers given are total number of CVNs for which capacity would be available at a site. NASNI and PSNS each have one CVN assigned and they are not addressed by this EIS action. (2) – Location of Two AOE (4) – Location of four AOE					

Table ES-2. Construction Projects Needed to Support CVN Homeporting Capacity Alternatives (page 1 of 2)

<i>Alternative One</i>		
NASNI	Two Additional CVNs Total Three CVNs	Construct CVN berthing wharf and miscellaneous structures Modifications to Berth L
PSNS	One Additional CVN Total Two CVNs	Pierside and turning basin dredging Pier D replacement Utility upgrades to both sides of Pier D
NAVSTA Everett	No CVNs Addition of Four AOE's	Mooring dolphin for AOE's Electrical upgrade for AOE's North Wharf: Dredging, Utilities, Structural repairs
PHNSY	No CVNs	No projects
<i>Alternative Two</i>		
NASNI	Two Additional CVNs Total Three CVNs	Construct CVN berthing wharf and miscellaneous structures Modifications to Berth L
PSNS	No Additional CVN Total One CVN	Pierside and turning basin dredging Pier D replacement Electrical upgrades to one side of Pier D
NAVSTA Everett	No Additional CVN Total One CVN	No projects
PHNSY	No CVNs	No projects
<i>Alternative Three</i>		
NASNI	Two Additional CVNs Total Three CVNs	Construct CVN berthing wharf and miscellaneous structures Modifications to Berth L
PSNS	No Additional CVN Total One CVN	Pierside and turning basin dredging Pier D replacement Electrical upgrades to one side of Pier D
NAVSTA Everett	Remove Existing CVN No CVN	No projects
PHNSY	One CVN Total One CVN	Dredging and turning basins Controlled industrial facility (CIF); Pump/valve testing facility Pure water production facility Utility and structural upgrade Parking garage Drydock #4 upgrade Personnel support facilities

**Table ES-2. Construction Projects Needed to Support CVN Homeporting Capacity
Alternatives
(page 2 of 2)**

<i>Alternative Four</i>		
NASNI	One Additional CVN Total Two CVNs	Construct CVN berthing wharf and miscellaneous structures
PSNS	No Additional CVN Total One CVN	Pierside and turning basin dredging Pier D replacement Electrical upgrades to one side of Pier D
NAVSTA Everett	One Additional CVN Total Two CVNs	Parking structure Electrical conversion to 4,160-V Expand hazardous waste facility Expand steam plant and add two oil waste tanks Pier A: Dredging North Wharf: Dredging, Utilities, Structural repairs
PHNSY	No CVN	No projects
<i>Alternative Five</i>		
NASNI	No Additional CVNs Total One CVN	No projects
PSNS	One Additional CVN Total Two CVNs Removal of Two AOEs	Pierside and turning basin dredging Pier D replacement Utility upgrades to both sides of Pier D
NAVSTA Everett	No Additional CVNs Total One CVN Addition of Two AOEs	Mooring dolphin and electronic upgrade for AOEs North Wharf: Dredging, Utilities, Structural repairs, Expand Hazardous waste facility expansion
PHNSY	One CVN	Dredging and turning basins CIF Pump/valve testing facility Pure water production facility Utility and structural upgrades Parking garage Drydock #4 upgrade Personnel support facilities
<i>Alternative Six</i>		
NASNI	One Additional CVN Total Two CVNs	No projects
PSNS	One Additional CVN Total Two CVNs	No projects
NAVSTA Everett	No Additional CVNs Total of One CVN	No projects
PHNSY	No CVN	No projects

1 **ENVIRONMENTAL COMPARISON OF ALTERNATIVES**

2 This EIS analyzes the potential environmental effects of the proposed action at various locations
3 with varying numbers of CVNs and AOEs, including any associated facilities and infrastructure
4 development and dredging. Environmental resource areas addressed in this EIS include: geology,
5 topography, and soils; dredging, hydrology, and water quality; pollution prevention;
6 socioeconomics, environmental justice, schools, and housing; transportation/circulation/parking;
7 public facilities and recreation; safety and environmental health; aesthetics; and utilities. Issue
8 analysis includes an evaluation of the direct, indirect, short-term, and cumulative impacts
9 associated with the proposed actions.

10 Table ES-3 summarizes the analysis and comparison of the environmental impacts associated with
11 the proposed project alternatives presented in Chapters 3, 4, 5, and 6. The table presents
12 significant impacts and mitigation measures for each alternative. The agency responsible for
13 monitoring each measure is listed in parentheses after the measure.

14 **CVN HOME PORT LOCATIONS ELIMINATED FROM CONSIDERATION**

15 Those alternative home port sites considered but eliminated in the Coronado area included the
16 following: NAVSTA San Diego; Naval Amphibious Base, Coronado; Navy Pier; and Naval
17 Submarine Base, San Diego. These sites would require construction, dredging, and increased
18 utilities capacity to accommodate a homeported CVN. None of these sites could reasonably satisfy
19 CVN homeporting requirements due to space and logistical constraints. Within the Puget Sound
20 area, Naval Submarine Base (SUBASE) Bangor (a Trident submarine home port located on the
21 shores of the Hood Canal in Kitsap County, 12 miles northwest of Bremerton) was considered.
22 This site was rejected because all basic CVN support facilities including a pier would need to be
23 constructed. In the Pearl Harbor Naval Complex, Ford Island Pier F5 was considered inferior due
24 to the extent of improvements necessary to accommodate a CVN, and NAVSTA Berths B22 and
25 B23 were considered inferior to Piers B2 and B3 due to the need for greater dredging, structural
26 improvements, and utility upgrades.

27 Those scenarios for CVN homeporting facility development considered but eliminated included
28 the following: a third additional CVN at NASNI (a total of four CVNs); a second additional CVN
29 at PSNS (a total of three CVNs); a second additional CVN at NAVSTA Everett (a total of three
30 CVNs), and a second CVN at PHNSY (total of two CVNs). These actions would not reasonably
31 satisfy the Navy's CVN Home Port Objectives and Requirements.

32 Additionally, the concept of establishing an air wing in Hawaii was considered but eliminated
33 from further consideration because it is not economically feasible nor operationally supportable in
34 light of the requirements to (1) establish an air station from which to operate and (2) for the air
35 wing to return to CONUS for extended periods to accomplish the majority of its training. The
36 option of constructing a Depot Maintenance Facility at NAVSTA Everett was examined but
37 deemed to be unreasonable. Both cost and close proximity to depot maintenance facilities at Puget
38 Sound Naval Shipyard were significant factors in this decision. Construction of more propulsion
39 plant depot maintenance capacity in the Pacific Northwest would create excess regional
40 maintenance infrastructure, and would be counter to BRAC efforts to reduce excess infrastructure.

Table ES-3. Summary of Significant Environmental Impacts and Mitigations (page 1 of 5)

<i>Resource</i>	<i>Alternative One</i>	<i>Alternative Two</i>	<i>Alternative Three</i>	<i>Alternative Four</i>	<i>Alternative Five</i>	<i>Alternative Six (No Action)</i>
Topography, Geology, and Soils	Not significant.	Not significant.				
Terrestrial Hydrology and Water Quality	Not significant.	Not significant.				
Marine Water Quality	Not significant.	Not significant.				
Sediment Quality	Not significant.	Not significant.				
Marine Biology	<i>Impact 1: Dredging for CVN berths and relocation of the flag/ferry landing at NASNI would impact marine and eelgrass habitats.</i>	<i>Impact 1: Dredging for CVN berths and relocation of the flag/ferry landing at NASNI would impact marine and eelgrass habitats.</i>	<i>Impact 1: Dredging for CVN berths and relocation of the flag/ferry landing at NASNI would impact marine and eelgrass habitats.</i>	<i>Impact 1: Dredging for CVN berths and relocation of the flag/ferry landing at NASNI would impact marine and eelgrass habitats.</i>	<i>Impact 1: Dredging and marine construction between March 15 to June 15 at PSNS and at NAVSTA Everett North Wharf for the relocated FFGs during the peak juvenile salmon outmigration window, and at NAVSTA Everett during the Dungeness crab molting period, would impact these species' reproductive success and survival.</i>	Not significant.
	<i>Mitigation 1: Construct habitat mitigation area at NASNI of equivalent size in consultation with affected regulatory agencies (COE, CDFG, USFWS, NMFS, EPA, and USCG, who would provide notice to mariners during construction).</i>	<i>Mitigation 1: Construct habitat mitigation area at NASNI of equivalent size in consultation with affected regulatory agencies (COE; CDFG; USFWS; NMFS; EPA; and USCG, who would provide notice to mariners during construction).</i>	<i>Mitigation 1: Construct habitat mitigation area at NASNI of equivalent size in consultation with affected regulatory agencies (COE; CDFG; USFWS; NMFS; EPA; and USCG, who would provide notice to mariners during construction).</i>	<i>Mitigation 1: Construct habitat mitigation area at NASNI of equivalent size in consultation with affected regulatory agencies (COE; CDFG; USFWS; NMFS; EPA; and USCG, who would provide notice to mariners during construction).</i>	<i>Mitigation 1: Avoid dredging and marine construction between March 15 and June 15 (COE; WDFW; WDOE).</i>	

Table ES-3. Summary of Significant Environmental Impacts and Mitigations (page 2 of 5)

Resource	Alternative One	Alternative Two	Alternative Three	Alternative Four	Alternative Five	Alternative Six (No Action)
Marine Biology	<i>Impact 2: Losses of California least tern and brown pelican foraging habitat due to fill at Pier J/K (1.5 acres) and shading (1.5 acres), and potential disturbance during in-water activities for in-bay sediment disposal at NAB during the nesting season could adversely affect the foraging and nesting success of California least terns at the Delta Beach colony adjacent to NAB Habitat Enhancement Area.</i>	<i>Impact 2: Losses of California least tern and brown pelican foraging habitat due to fill at Pier J/K (1.5 acres) and shading (1.5 acres), and potential disturbance during in-water activities for in-bay sediment disposal at NAB during the nesting season could adversely affect the foraging and nesting success of California least terns at the Delta Beach colony adjacent to NAB Habitat Enhancement Area.</i>	<i>Impact 2: Losses of California least tern and brown pelican foraging habitat due to fill at Pier J/K (1.5 acres) and shading (1.5 acres), and potential disturbance during in-water activities for in-bay sediment disposal at NAB during the nesting season could adversely affect the foraging and nesting success of California least terns at the Delta Beach colony adjacent to NAB Habitat Enhancement Area.</i>	<i>Impact 2: Losses of California least tern and brown pelican foraging habitat due to fill at Pier J/K (1.5 acres) and shading (1.5 acres), and potential disturbance during in-water activities for in-bay sediment disposal at NAB during the nesting season could adversely affect the foraging and nesting success of California least terns at the Delta Beach colony adjacent to NAB Habitat Enhancement Area.</i>		
	<i>Mitigation 2: Construct equivalent area of shallow water habitat disturbed by construction and shading near Pier B. Schedule dredging and in-water demolition and construction outside of the California least tern breeding season (April 15 to September 1) to the maximum extent feasible. Use best management practices (BMPs) if avoidance infeasible to limit the spread of turbidity (COE, CDFG, USFWS, NMFS).</i>	<i>Mitigation 2: Construct equivalent area of shallow water habitat disturbed by construction and shading near Pier B. Schedule dredging and in-water demolition and construction outside of the California least tern breeding season (April 15 to September 1) to the maximum extent feasible. Use best management practices (BMPs) if avoidance infeasible to limit the spread of turbidity (COE, CDFG, USFWS, NMFS).</i>	<i>Mitigation 2: Construct equivalent area of shallow water habitat disturbed by construction and shading near Pier B. Schedule dredging and in-water demolition and construction outside of the California least tern breeding season (April 15 to September 1) to the maximum extent feasible. Use best management practices (BMPs) if avoidance infeasible to limit the spread of turbidity (COE, CDFG, USFWS, NMFS).</i>	<i>Mitigation 2: Construct equivalent area of shallow water habitat disturbed by construction and shading near Pier B. Schedule dredging and in-water demolition and construction outside of the California least tern breeding season (April 15 to September 1) to the maximum extent feasible. Use best management practices (BMPs) if avoidance infeasible to limit the spread of turbidity (COE, CDFG, USFWS, NMFS).</i>		

Table ES-3. Summary of Significant Environmental Impacts and Mitigations (page 3 of 5)

<i>Resource</i>	<i>Alternative One</i>	<i>Alternative Two</i>	<i>Alternative Three</i>	<i>Alternative Four</i>	<i>Alternative Five</i>	<i>Alternative Six (No Action)</i>
Marine Biology	<p><i>Impact 3:</i> Marine mammals and turtles may pass through the dredging and construction areas on a very infrequent basis, if at all.</p> <p><i>Mitigation 3:</i> Inform construction staff in writing of the possibility of such occurrences and the general appearance of whales (especially gray whales), dolphins, seals/sea lions, and green turtles. Instruct staff to temporarily suspend activities until the animal(s) move out of the active construction area of ongoing construction (COE, CDFG, USFWS, NMFS).</p>	<p><i>Impact 3:</i> Marine mammals and turtles may pass through the dredging and construction areas on a very infrequent basis, if at all.</p> <p><i>Mitigation 3:</i> Inform construction staff in writing of the possibility of such occurrences and the general appearance of whales (especially gray whales), dolphins, seals/sea lions, and green turtles. Instruct staff to temporarily suspend activities until the animal(s) move out of the active construction area of ongoing construction (COE, CDFG, USFWS, NMFS).</p>	<p><i>Impact 3:</i> Marine mammals and turtles may pass through the dredging and construction areas on a very infrequent basis, if at all.</p> <p><i>Mitigation 3:</i> Inform construction staff in writing of the possibility of such occurrences and the general appearance of whales (especially gray whales), dolphins, seals/sea lions, and green turtles. Instruct staff to temporarily suspend activities until the animal(s) move out of the active construction area of ongoing construction (COE, CDFG, USFWS, NMFS).</p>	<p><i>Impact 3:</i> Marine mammals and turtles may pass through the dredging and construction areas on a very infrequent basis, if at all.</p> <p><i>Mitigation 3:</i> Inform construction staff in writing of the possibility of such occurrences and the general appearance of whales (especially gray whales), dolphins, seals/sea lions, and green turtles. Instruct staff to temporarily suspend activities until the animal(s) move out of the active construction area of ongoing construction (COE, CDFG, USFWS, NMFS).</p>		
	<p><i>Impact 4:</i> Dredging and marine construction between March 15 to June 15 at PSNS and at NAVSTA Everett North Wharf for the relocated FFGs during the peak juvenile salmon outmigration window, and at NAVSTA Everett during the Dungeness crab molting period, would impact these species' reproductive success and survival.</p>	<p><i>Impact 4:</i> Dredging and marine construction between March 15 to June 15 at PSNS during the peak juvenile salmon outmigration window would impact species' reproductive success and survival.</p>	<p><i>Impact 4:</i> Dredging and marine construction between March 15 to June 15 at PSNS during the peak juvenile salmon outmigration window would impact species' reproductive success and survival.</p>	<p><i>Impact 4:</i> Dredging and marine construction between March 15 to June 15 at PSNS and at NAVSTA Everett North Wharf for the relocated FFGs during the peak juvenile salmon outmigration window, and at NAVSTA Everett during the Dungeness crab molting period, would impact these species' reproductive success and survival.</p>	<p><i>Impact 2:</i> If dredged materials are used to create CDF/CAD sites at PSNS, the permanent loss of deep-water marine habitat would be a significant impact.</p>	Not significant.
	<p><i>Mitigation 4:</i> Avoid dredging and marine construction between March 15 and June 15 (COE; WDFW; WDOE).</p>	<p><i>Mitigation 4:</i> Avoid dredging and marine construction between March 15 and June 15 (COE; WDFW; WDOE).</p>	<p><i>Mitigation 4:</i> Avoid dredging and marine construction between March 15 and June 15 (COE; WDFW; WDOE).</p>	<p><i>Mitigation 4:</i> Avoid dredging and marine construction between March 15 and June 15 (COE; WDFW; WDOE).</p>	<p><i>Mitigation 2:</i> Compensate by creation of shallow marine habitat at the CAD site (COE; WDFW; WDOE; WDNR; USFWS, NMFS, EPA).</p>	

Table ES-3. Summary of Significant Environmental Impacts and Mitigations (page 4 of 5)

Resource	Alternative One	Alternative Two	Alternative Three	Alternative Four	Alternative Five	Alternative Six (No Action)
Marine Biology	<i>Impact 5:</i> If dredged materials are used to create CDF/CAD sites at PSNS, the permanent loss of deep-water marine habitat would be a significant impact.	<i>Impact 5:</i> If dredged materials are used to create CDF/CAD sites at PSNS, the permanent loss of deep-water marine habitat would be a significant impact.	<i>Impact 5:</i> If dredged materials are used to create CDF/CAD sites at PSNS, the permanent loss of deep-water marine habitat would be a significant impact.	<i>Impact 5:</i> If dredged materials are used to create CDF/CAD sites at PSNS, the permanent loss of deep-water marine habitat would be a significant impact.		
	<i>Mitigation 5:</i> Compensate by creation of shallow marine habitat at the CAD site (COE; WDFW; WDOE; WDNR; USFWS, NMFS, EPA).	<i>Mitigation 5:</i> Compensate by creation of shallow marine habitat at the CAD site (COE; WDFW; WDOE; WDNR; USFWS, NMFS, EPA).	<i>Mitigation 5:</i> Compensate by creation of shallow marine habitat at the CAD site (COE; WDFW; WDOE; WDNR; USFWS, NMFS, EPA).	<i>Mitigation 5:</i> Compensate by creation of shallow marine habitat at the CAD site (COE; WDFW; WDOE; WDNR; USFWS, NMFS, EPA).		
Terrestrial Biology	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Land Use	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Socioeconomics	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Ground Transportation	Not significant.	Not significant.	<i>Impact 1:</i> An increase in daily trips associated with the PHNSY CVN crew and families would impact local transportation network.	<i>Impact 1:</i> An increase in daily trips associated with an additional NAVSTA Everett CVN crew and families would impact local transportation network.	<i>Impact 1:</i> An increase in daily trips associated with the PHNSY CVN crew and families would impact local transportation network.	Not significant.
			<i>Mitigation 1:</i> Provide road widening improvements in the local area and implement peak hour trip reduction program during PIA/DPIAs (U.S. Navy; Hawaii State Department of Transportation).	<i>Mitigation 1:</i> Provide road widening improvements in the local area and implement peak hour trip reduction program during PIA/DPIAs (City of Everett, if implemented).	<i>Mitigation 2:</i> Provide road widening improvements in the local area and implement peak hour trip reduction program during PIA/DPIAs (U.S. Navy; Hawaii State Department of Transportation).	
Vessel Transportation	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Air Quality	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Noise	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Aesthetics	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Cultural Resources	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.

Table ES-3. Summary of Significant Environmental Impacts and Mitigations (page 5 of 5)

Resource	Alternative One	Alternative Two	Alternative Three	Alternative Four	Alternative Five	Alternative Six (No Action)
General Services	Not significant.	Not significant.	Not significant	Not significant.	Not significant.	<p><i>Impact 1:</i> Substantial deficiencies in general services at PSNS would result due to the demand associated with additional crew members and their families, resulting in exceedance of PSNS infrastructure capacities.</p> <p><i>Mitigation 1:</i> None, consistent with No Action.</p>
Health and Safety	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.
Utilities	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	<p><i>Impact 1:</i> Substantial deficiencies in utilities at PSNS would result due to the demand associated with additional crew members and their families, resulting in exceedance of PSNS infrastructure capacities.</p> <p><i>Mitigation 1:</i> None, consistent with No Action.</p>
Environmental Justice	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.	Not significant.

- U.S. Army Corps of Engineers [COE]
- California Department of Fish and Game [CDFG]
- U.S. Fish and Wildlife Service [USFWS]
- National Marine Fisheries Service [NMFS]
- Environmental Protection Agency [EPA]
- U.S. Coast Guard [USCG]
- Washington State Department of Fish and Wildlife [WDFW]
- Washington State Department of Ecology [WDOE]
- Washington State Department of Natural Resources [WDNR]

1 **RADIOLOGICAL ASPECTS OF NIMITZ-CLASS AIRCRAFT CARRIER**
2 **HOMEPORTING**

3 The Naval Nuclear Propulsion Program (NNPP) provides comprehensive technical management
4 of all aspects of Naval nuclear propulsion plant design, construction, and operation including
5 careful consideration of reactor safety, radiological, environmental, and emergency planning
6 concerns. The record of the NNPP's environmental and radiological performance at the operating
7 bases and shipyards presently used by nuclear-powered warships demonstrates the continued
8 effectiveness of this management philosophy. This effectiveness is demonstrated by the fact that
9 Naval reactors have accumulated over 4,900 reactor-years of operation without a reactor accident
10 or any other problem having a significant effect on the environment. It further demonstrates that
11 application of the environmental practices that are standard throughout the NNPP would assure
12 the absence of any adverse radiological environmental effect at any home port site.

13 **CUMULATIVE IMPACTS**

14 The cumulative analysis was based on projects that are proposed for construction after 1998 (the
15 projected baseline for implementing the proposed action), or reasonably anticipated to be built
16 within the years 1998 to 2005. The cumulative impact region of influence encompassing the
17 homeporting location varied in extent depending upon the environmental resource assessed. For
18 example, the region of influence for terrestrial hydrology and water quality included the
19 watershed surrounding the home port location, the area in which local water sources interact.
20 Where appropriate, past projects or previous development that have influenced the environmental
21 resource's region of influence were also considered. In analyzing the proposed action's
22 incremental contribution to regional cumulative impacts, the action that would have the greatest
23 potential for adverse environmental impact on each particular home port location environmental
24 resource was used to provide a potential worst case cumulative analysis. For example, at NASNI,
25 no additional home port facilities for no additional CVN (Alternative Five) would have the
26 greatest effect on socioeconomics, while creating facilities to home port two additional CVNs
27 (Alternatives One, Two, or Three) would have the greatest environmental effect on terrestrial
28 hydrology and water quality.

29 Past, present, and reasonable foreseeable projects in the area may have incremental adverse
30 impacts related to geologic hazards, hydrology, marine water quality, sediment quality in the
31 Bay's biological resources, and cultural resources. The proposed action would also have impacts
32 that, while not exceeding the thresholds of significance on an individual project basis, do add to
33 the effects already resulting from other projects in the area.

34 **NASNI**

35 The proposed action (Alternatives One, Two or Three) would add incrementally to impacts to
36 property and human safety associated with geologic hazards and erosional hazards; however,
37 measures incorporated into the project including building code regulations, and flood control
38 measures, appropriate soil compaction, and standard erosion control measures reduce the
39 incremental effects such that there would not be a cumulatively significant impact. Cumulative
40 effects of reasonably foreseeable development projects and the proposed action on hydrology and
41 marine water quality would be reduced to less than significant levels with incorporation of
42 federal, state, and local regulatory procedures. Cumulative changes to sediment quality from
43 historical inputs combined with other past, present, and future projects could constitute a

1 significant impact to beneficial uses in specific water segments of San Diego Bay. Potential
2 impacts from construction and operations associated with creating capacity to home port two
3 additional CVNs (Alternatives One, Two, or Three) would include impacts to eelgrass and shallow
4 water communities from dredging and filling as well as short-term disruption of California least
5 tern foraging in the vicinity of Pier J/K, and at a proposed mitigation site. However, these
6 cumulative effects would be temporary and would be reduced to less than significant levels by
7 construction of the mitigation site. The proposed action, in combination with reasonably
8 foreseeable projects on NASNI, the Silver Strand, and elsewhere in and around San Diego Bay,
9 could significantly impact these sensitive resources by incrementally reducing habitat areas,
10 reducing population sizes for sensitive plant and animal species, or affect their survival and
11 reproductive success. The mitigation measures proposed as part of the proposed action, however,
12 would reduce the incremental impact on sensitive plant species such that there would not be a
13 cumulatively significant impact. Cumulative impacts due to shading on marine biology from the
14 proposed action together with past, present, and reasonably foreseeable projects would be less
15 than significant. The proposed action of creating the capacity to home port two additional CVNs
16 (Alternatives One, Two, or Three) would not contribute to cumulative impacts on cultural
17 resources adjacent to or on ancient shorelines.

18 **PSNS**

19 The cumulative impact of the proposed action (Alternatives One through Five) and reasonably
20 foreseeable projects on geological resources could be potentially significant. However, measures
21 incorporated into the proposed action, including building code regulations, flood control
22 measures, appropriate soil compaction, and standard erosion control measures, reduce the
23 incremental effects such that there would not be a cumulatively significant impact. Cumulative
24 effects of reasonably foreseeable development projects and the proposed action on hydrology and
25 marine water quality would be reduced to less than significant levels with incorporation of
26 federal, state, and local regulatory procedures. Soil and groundwater remediation related to
27 creating the facilities to home port one additional CVN (Alternative Five), in conjunction with any
28 similar remediation occurring during other related project development in the vicinity, would be a
29 beneficial cumulative impact. The proposed action (Alternatives One through Five) would not
30 incrementally contribute to cumulative impacts on salmonid species as dredging and construction
31 would occur outside the salmon outmigration window. Although there is the potential for
32 reasonably foreseeable projects to impact cultural resources within the greater Sinclair Inlet area,
33 the proposed action's incremental contribution to this cumulative impact would be less than
34 significant. Cumulative impacts resulting from reasonably foreseeable projects and the proposed
35 action would be localized and would end upon completion of construction such that effects on
36 environmental justice associated with noise and air quality impacts would be less than significant.
37 The proposed action (all alternatives) would not increase vessel traffic within the Suquamish
38 Tribe's Usual and Accustomed Fishing Grounds.

39 **NAVSTA Everett**

40 The proposed action (Alternatives One, Four, and Five) would add incrementally to impacts to
41 property and human safety associated with geologic hazards and erosional hazards; however,
42 measures incorporated into the project including building code regulations, flood control
43 measures, appropriate soil compaction, and standard erosion control measures reduce the
44 incremental effects such that there would not be a cumulatively significant impact. Cumulative
45 effects of reasonably foreseeable development projects and the proposed action on hydrology and

1 marine water quality would be reduced to less than significant levels with incorporation of
2 federal, state, and local regulatory procedures. The proposed action, in conjunction with those of
3 other reasonably foreseeable projects, would have a small, localized, and temporary contribution
4 to the total watershed-based inputs of contaminants into Puget Sound. The proposed action's
5 incremental contribution to this cumulative impact would be less than significant. The proposed
6 action (Alternatives One, Four, and Five) would not contribute to cumulative impacts on salmonid
7 species and Dungeness crabs because measures incorporated into the project, including
8 scheduling dredging and construction during non-peak outmigration months, would avoid
9 impacts to salmon and other fish, such that there would not be a cumulatively significant impact.
10 The proposed action of creating the capacity to homeport one additional CVN (Alternative Four)
11 along with reasonably foreseeable projects would result in a significant cumulative impact on
12 traffic. Measures incorporated into the project, including roadway and intersection improvements
13 outside of NAVSTA Everett, would reduce the incremental effects such that there would not be a
14 cumulatively significant impact. Cumulative impacts resulting from reasonably foreseeable
15 projects and the proposed action would be localized and would end upon completion of
16 construction such that effects on environmental justice associated with noise and air quality
17 impacts would be less than significant. Creating the capacity to home port additional vessels or
18 increase the number of vessel movements in the waters around NAVSTA Everett (Alternative
19 One, Four, and Five) would encroach within the Tulalip Tribe's "Usual and Accustomed fishing
20 places." This impact would be short term, and would not cause a disproportionately high and
21 adverse impact on tribal members. The proposed action and the relocation of the CCDG-3 cruiser-
22 destroyer group would not substantially impact environmental justice issues related to Native
23 American fishing activity and would not represent a significant incremental impact to regional
24 cumulative impacts.

25 PHNSY

26 Cumulative effects of reasonably foreseeable development projects and the proposed action
27 (Alternative Three and Five) on hydrology and marine water quality would be reduced to less
28 than significant levels with incorporation of federal, state, and local regulatory procedures.
29 Creating the capacity to home port one CVN (Alternative Three and Five) would add a small
30 incremental potential for contamination of soil, stormwater runoff, and the nonpotable caprock
31 aquifer to the geographical region of influence. The proposed action (Alternative Three and Five)
32 and other reasonably foreseeable development projects' potential impacts on hydrology, marine
33 water quality, and sediment quality would be reduced to less than significant levels with
34 incorporation of federal, state, and local regulatory procedures. The proposed action's
35 (Alternative Three and Five) incremental contribution to marine biological impacts would also be
36 less than significant. The cumulative effects on marine and terrestrial biological impacts of the
37 proposed action and reasonably foreseeable project impacts would be less than significant. The
38 effects of projected annual growth in the region plus the traffic generated by a homeported CVN
39 (Alternative Three and Five) would be significant. The proposed action (Alternatives Three, and
40 Five) would add incrementally to impacts on traffic. However, measures incorporated into the
41 project, including implementation of roadway and intersection improvements outside of PHNSY,
42 reduce the incremental effect such that there would not be a cumulatively significant impact. The
43 proposed action (Alternatives Three, and Five) would add incrementally to impacts on cultural
44 resources. However, measures incorporated into the project, including implementing Section 106
45 evaluation process requirements that mandate the systematic inventory, assessment, and
46 mitigation of significant effects, reduce the incremental effect such that there would not be a
47 cumulatively significant impact.

1 **GROWTH INDUCEMENT**

2 Growth-inducing impacts are actions or circumstances that produce growth in excess of
3 projections by local jurisdictions or regional associations of governments. Growth-inducing
4 impacts are generally related to the availability of public services, the potential for increased
5 development densities, and increased development pressures on adjacent properties. The
6 extension of public facilities through an area lacking those facilities could encourage development
7 between the newly served area and the community providing the service. These extensions of
8 public facilities would include roads, sewer trunk lines, water transmission lines, etc. These public
9 facilities would have an additional capacity to serve new development or they can eliminate an
10 impediment to growth. Development of property for residential uses could raise the value of
11 surrounding undeveloped land and increase economic pressures on those property owners to
12 convert their land to a more intensive land use.

13 For this EIS, the potential economic growth associated with those CVN home port capacity
14 alternative components that would produce a net future increase in employment would be less
15 than significant, except at NAVSTA Everett for the one Additional CVN (Alternative Four) and at
16 PHNSY (Alternatives Three and Five) with one CVN. The preferred CVN homeporting
17 alternative (Alternative Two) would not result in this growth inducement potential.

18 Utility upgrades needed to support homeporting facility and infrastructure requirements would
19 not remove a constraint on surrounding undeveloped areas at any of the locations for any of the
20 alternatives. The expansion of utilities to serve the proposed action would not require extension of
21 public utilities in undeveloped areas and would not allow for the possibility of major land
22 expansion because the areas surrounding NASNI, PSNS, NAVSTA Everett, and PHNSY are
23 already developed areas.

24 In conclusion, there would be no growth-inducing impacts associated with implementation of the
25 Preferred Alternative (Alternative Two). There would be growth-inducing impacts associated
26 with the implementation of Alternative Four at NAVSTA Everett with two CVNs and at PHNSY if
27 either Alternative Three or Five is selected.

28 **IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

29 Under the Navy's preferred action (Alternative Two), the following irreversible and irretrievable
30 commitment of resources would occur:

31 The proposed creation of capacity to home port two additional CVNs at NASNI and related
32 dredging operations would result in the replacement of existing land uses with construction of a
33 new pier to replace the existing Pier J/K, a relocated ferry/flag landing, and electrical upgrades.
34 Intertidal and shallow subtidal habitat that supports eelgrass would be permanently replaced by
35 the fill area. A mitigation program to replace the lost habitat is proposed as part of the proposed
36 action. The proposed action would result in the consumptive use of certain nonrenewable energy
37 resources required to operate dredge support systems, barges, tugs, trucks, pumps, and equipment
38 as well as energy expended during the construction and operation of support facilities. The
39 dredged material disposed as backfill for construction of a new pier, at the in-bay disposal site at
40 NAB to create shallow water habitat, at the LA-5 designated ocean disposal site, or used to
41 enhance endangered bird habitat at NASNI would be irreversibly and irretrievably committed to
42 the disposal process.

1 The proposed creation of CVN home port capacity including facilities and infrastructure
2 improvements at PSNS and related dredging operations under Alternative Two would result in
3 the permanent replacement of existing land uses with a new Pier D to replace the existing one.
4 The proposed action would result in the consumptive use of certain nonrenewable energy
5 resources required to operate dredge support systems, barges, tugs, trucks, pumps, and equipment
6 as well as energy expended during the construction and operation of support facilities. The
7 dredged material suitable for disposal would be disposed of at a designated disposal site in Elliott
8 Bay near Seattle and would be irreversibly and irretrievably committed to the disposal process.
9 Disposal of the sediment not suitable for ocean disposal in an upland landfill or CDF/CAD would
10 be irreversible and irretrievably committed to that area.

11 Under Alternative One, four AOEs would be relocated at NAVSTA Everett. Additional dredging
12 and construction would be required at the NAVSTA Everett North Wharf to accommodate FFGs
13 relocated from Pier A. The dredged material suitable for disposal would be disposed of at a
14 designated disposal site in Elliott Bay near Seattle and would be irreversibly and irretrievably
15 committed to the disposal process. Under Alternative Two, a CVN would continue to be
16 homeported at NAVSTA Everett and no irreversible and irretrievable commitment of resources
17 would result.

18 Under either Alternative One or Two, no CVN would be homeported at PHNSY. No irreversible
19 and irretrievable commitment of resources would result.

20 An irreversible commitment of facilities at any of the alternative locations would be avoided by
21 incorporating design features that would allow complete and economical decommissioning when
22 determined necessary by the Navy.

23 **THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE**
24 **ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-**
25 **TERM PRODUCTIVITY**

26 The short-term uses of the environment related to the proposed action would increase the overall
27 operational efficiency of NASNI and potentially PSNS if it is selected as a home port site for one of
28 the NIMITZ-class aircraft carriers. The dredging operations would provide berthing for NIMITZ-
29 class aircraft carriers that would support the Navy's mission. The long-term productivity of
30 NASNI, PSNS, and NAVSTA Everett would thus increase as a result of the proposed action and
31 related dredging activities. The long-term environmental consequences of the proposed action on
32 a local level would be minimal.

33 The proposed action would not contribute to a further degradation of productivity of San Diego
34 Bay because it would include measures to protect fish and wildlife habitat areas from potential
35 adverse effects of construction, dredging, and dredged material disposal activities.

36 The proposed action may affect Sinclair Inlet adjacent to PSNS. The dredging effects would be
37 short term. This action would not degrade the productivity of the Sinclair Inlet because it would
38 include measures to protect fish and wildlife habitat areas from potential adverse effects of
39 construction, dredging, and dredged material disposal activities.

1 **COORDINATION AND PUBLIC INVOLVEMENT**

2 A Notice of Intent (NOI) for the Draft EIS was published in the *Federal Register* on 3 December
3 1996. Four scoping hearings were held, as follows: in Bremerton, Washington, on 3 February
4 1997; in Everett, Washington, on 4 February 1997; in Pearl City, Hawaii, on 6 February 1997; and in
5 Coronado, California on 10 February 1997. A summary of issues identified at the scoping sessions
6 and in letters received in responses to the NOI are included in Appendix B.

7 In addition to the scoping sessions, meetings were held with the following agencies:

- 8 City of Coronado
- 9 City of Bremerton Planning Department
- 10 U.S. Army Corps of Engineers, Seattle and Los Angeles Districts
- 11 U.S. Environmental Protection Agency, Region IX and Region X
- 12 U.S. Fish and Wildlife Service (Olympia, Washington and San Diego, California)
- 13 U.S. National Marine Fisheries Service (Olympia, Washington and San Diego, California)
- 14 California Department of Fish and Game
- 15 California Department of Toxic Substances Control
- 16 Hawaii Department of Health, Clean Water Branch
- 17 Department of Business, Economics, Development and Tourism, Coastal Zone
18 Management Program
- 19 Hawaii State Historic Preservation Office
- 20 Kitsap County Department of Community Development
- 21 Puget Sound Dredged Disposal Analysis (PSDDA) Agencies
- 22 Washington Dept. of Natural Resources
- 23 Washington Department of Ecology, Northwest Regional Office
- 24 Suquamish Tribe
- 25 Tulalip Tribe

26 **PUBLIC NOTICE ACTIVITIES**

27 The Draft EIS was circulated for a 75-day period. Public hearings were held approximately 4 to 5
28 weeks after the *Federal Register* publication of the Notice of Availability (NOA) for the Draft EIS.
29 Public hearings were held in Bremerton, Washington, Everett, Washington, Honolulu, Hawaii,
30 Coronado, California, and San Diego, California. The exact hearing dates, times, and locations
31 appeared as a notice in local newspapers two weeks before the public hearings. The notice also
32 included the addresses of local libraries where the Draft EIS could be reviewed. The notice was
33 mailed to approximately 300 individuals who had attended the scoping meetings for the Draft EIS,
34 to all individuals who requested to be included on the EIS mailing list, and to other agencies,
35 offices, and individuals who requested copies of the Draft EIS. Information on the dates and times
36 of public hearings were available from the Navy by phone, fax, or e-mail.

37 **STRUCTURE OF THE EIS**

38 The EIS has been organized to maximize the document's usefulness to the reader. It is briefly
39 described below.

40 **Volume 1** contains information to provide an understanding of purpose and need and the
41 proposed action, environmental setting, environmental consequences, and mitigation measures.
42 Environmental impacts associated with homeporting facilities needed to support CVNs and
43 relocated AOE's for each location are discussed beginning with the action requiring the least

Volume 1 CVN Homeporting EIS

- 1 amount of improvements, through those requiring the most amount of improvements. Volume 1
2 has been designed to minimize technical, quantitative data, which are included in Volumes 2
3 through 6 (bound together) and are described below.
- 4 **Volume 2** contains appendices that include supporting environmental technical data generic to a
5 particular environmental issue area. For example, the volume contains descriptive detail
6 regarding noise characteristics and methods of measurement.
- 7 **Volume 3** contains supporting environmental technical data specific to the NASNI CVN
8 homeporting location. Sections referring to various issue areas are numbered corresponding to the
9 Volume 1 contents. For example, all supporting environmental technical data for Volume 1,
10 section 3.1, Topography, Geography, and Soils at NASNI are included in Volume 3, section 3.1.
11 Not all environmental issue area discussions in Volume 1 refer to supporting environmental
12 technical data, so they are not represented in this volume.
- 13 **Volume 4** contains supporting environmental technical data specific to the PSNS Bremerton CVN
14 homeporting location. Sections referring to various issue areas are numbered corresponding to the
15 Volume 1 contents. For example, all supporting environmental technical data for Volume 1,
16 section 4.1, Topography, Geography, and Soils at PSNS Bremerton, are included in Volume 4,
17 section 4.1. Not all environmental issue areas discussions in Volume 1 refer to supporting
18 environmental technical data, so they are not represented in this volume.
- 19 **Volume 5** contains supporting environmental technical data specific to the NAVSTA Everett CVN
20 homeporting location. Sections referring to various issue areas are numbered corresponding to the
21 Volume 1 contents. For example, all supporting environmental technical data for Volume 1,
22 section 5.1, Topography, Geography, and Soils at NAVSTA Everett, are included in Volume 5,
23 section 5.1. Not all environmental issue areas discussions in Volume 1 refer to supporting
24 environmental technical data, so they are not represented in this volume.
- 25 **Volume 6** contains supporting environmental technical data specific to PHNSY CVN homeporting
26 location. Sections referring to various issue areas are numbered corresponding to the Volume 1
27 contents. For example, all supporting environmental technical data for Volume 1, section 6.1,
28 Topography, Geography, and Soils at PHNSY, are included in Volume 6, section 6.1. Not all
29 environmental issue areas discussions in Volume 1 refer to supporting environmental technical
30 data, so they are not represented in this volume.
- 31 **Volumes 7-10** include comments made on the Draft EIS and Navy responses: Volume 7 for
32 Coronado, California (due to its size, Volume 7 has been split into two documents: 7A and 7B);
33 Volume 8 for Bremerton, Washington; Volume 9 for Everett, Washington; and Volume 10 for Pearl
34 Harbor, Hawaii.