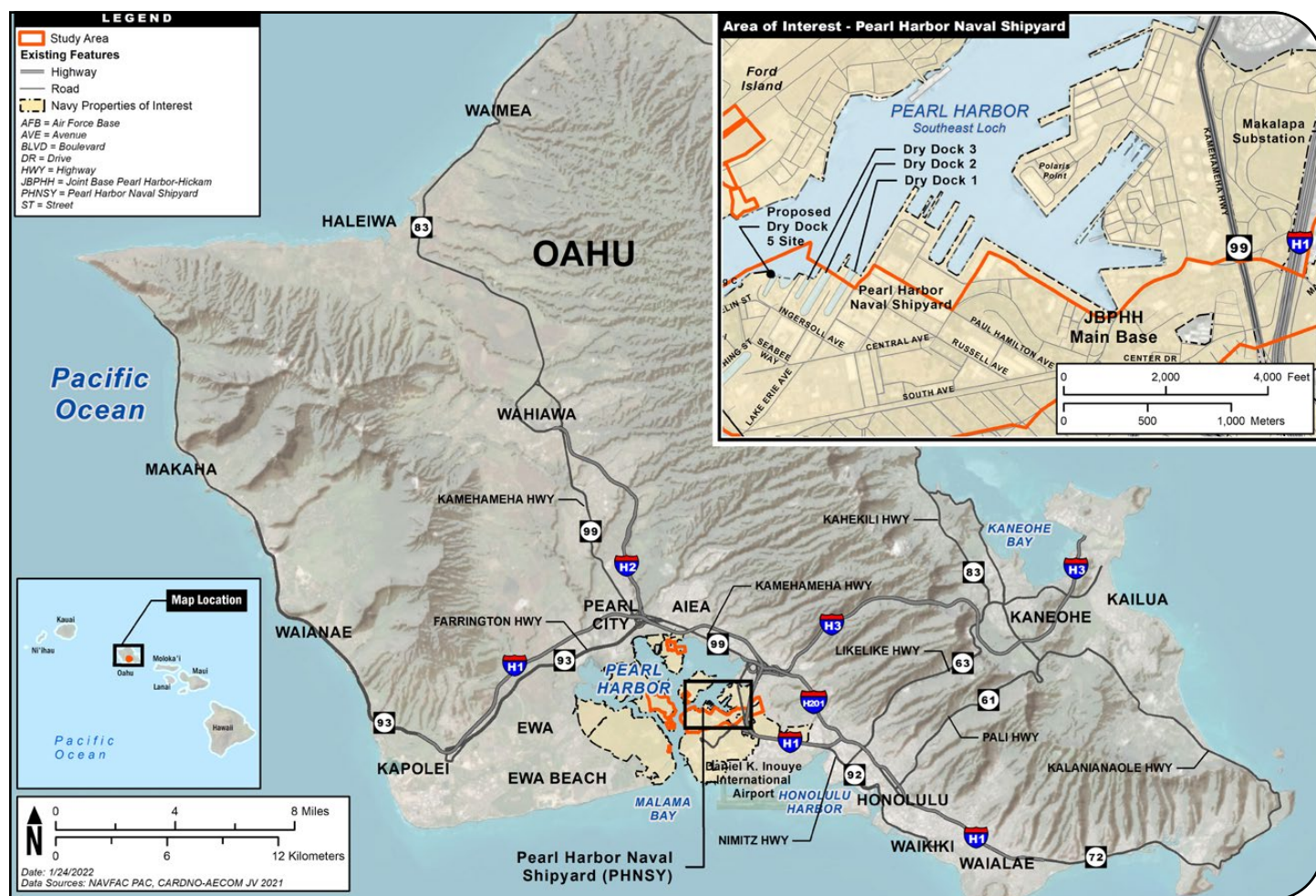


PEARL HARBOR NAVAL SHIPYARD AND INTERMEDIATE MAINTENANCE FACILITY DRY DOCK AND WATERFRONT PRODUCTION FACILITY DRAFT ENVIRONMENTAL IMPACT STATEMENT



INTRODUCTION

Joint Base Pearl Harbor-Hickam (JBPHH) and Naval Facilities Engineering Systems Command Program Management Office 555, both Commands of the United States Department of the Navy (hereinafter, the Navy) prepared a Draft Environmental Impact Statement (EIS) to assess potential environmental impacts associated with constructing and operating a graving dry dock and waterfront production facility at the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) at JBPHH, Oahu, Hawaii.

A graving dry dock is a narrow basin constructed near the shoreline that can be flooded to allow watercraft to be floated in, then drained to allow the vessel to come to rest on a dry platform. Dry docks are used for the maintenance and repair of ships, boats, submarines, and other watercraft. A waterfront production facility is a facility situated at the waterfront that is used to support maintenance of these vessels.

PROPOSED ACTION

The Navy proposes to construct and operate a graving dry dock and waterfront production facility at PHNSY & IMF, including auxiliary facilities containing equipment used to operate the dry dock, such as pump stations, water treatment system, parking lots, crane maintenance area, power, and utilities. The graving dry dock would replace existing Dry Dock 3 and would be given a new dry dock number: Dry Dock 5. The proposed project's construction-related actions would include dredging, fill, pile driving, installation of new temporary and permanent in-water structures, demolition of existing landside structures, and construction of new temporary and permanent landside facilities.

PURPOSE AND NEED FOR THE PROPOSED ACTION

PHNSY & IMF's mission is to repair, maintain, and modernize Navy fast-attack submarines and surface ships. The purpose of the proposed action is to provide appropriate dry dock capability at PHNSY & IMF no later than January 2028 to meet submarine depot maintenance mission requirements, as well as build and operate a properly sized and configured waterfront production facility to enable efficient submarine maintenance.

The proposed action is needed because the existing Dry Dock 3 at PHNSY & IMF does not have the necessary length or floor strength to accommodate current and future class fast-attack submarines. Additionally, an appropriately sized and adjacent waterfront production facility is needed to reduce lost operational days by increasing collaboration and efficiency among the workforce. The culmination of a replacement dry dock and new waterfront production facility will ensure that the Navy achieves necessary efficiencies and is capable of fulfilling scheduled maintenance requirements. The mission need date of January 2028 is driven by current projected fleet maintenance schedules.

PROJECT ALTERNATIVES

The Navy is considering four action alternatives that meet the purpose of and need for the proposed action. Action alternatives are differentiated by the location of the waterfront production facility relative to Dry Dock 5 (east or west), whether the waterfront production facility serves only Dry Dock 5 (single support concept) or has capability to serve more than one dry dock (multiple support concept), and whether Dry Dock 5 is covered or uncovered. Alternative 4 is the Navy's Preferred Alternative.

The status quo, or no-action alternative, would not meet the purpose and need for the proposed action; however, as required by the National Environmental Policy Act (NEPA), the no-action alternative is carried forward for analysis in the Draft EIS. The no-action alternative analyzes the consequences of not undertaking the proposed action and serves to establish a comparative baseline for analysis.

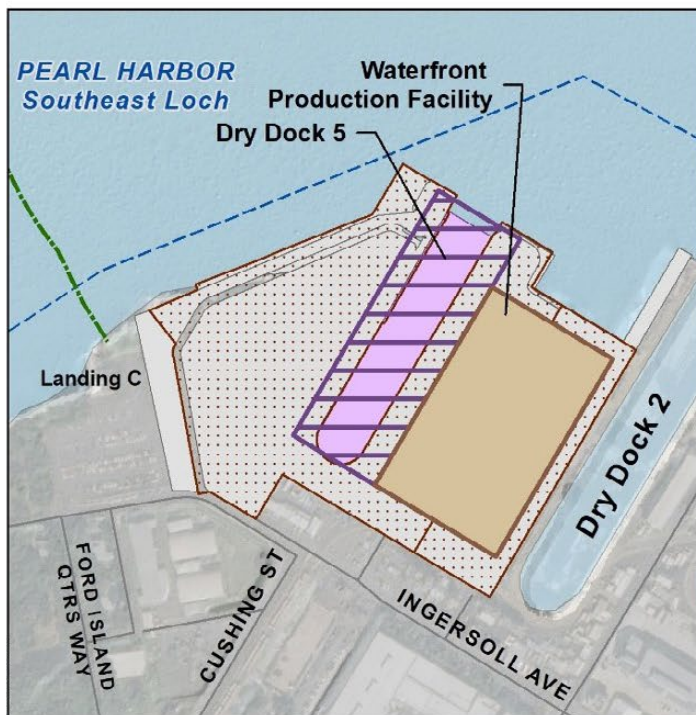
Alternative 1: No action

Alternative 2: Covered graving dry dock (Dry Dock 5), with a multiple support concept waterfront production facility located east of Dry Dock 5

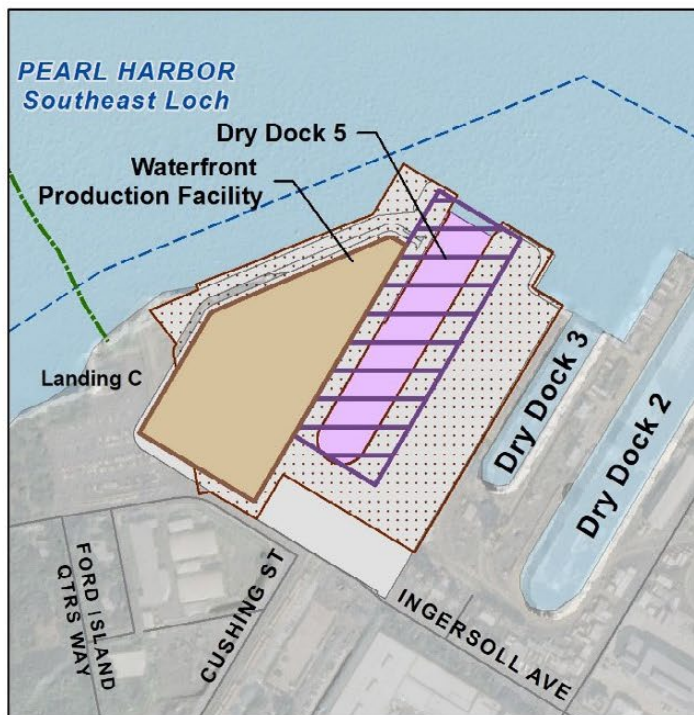
Alternative 3: Covered graving dry dock (Dry Dock 5), with a single support concept waterfront production facility located west of Dry Dock 5

Alternative 4: Uncovered graving dry dock (Dry Dock 5), with a multiple support concept waterfront production facility located east of Dry Dock 5 (Navy's Preferred Alternative)

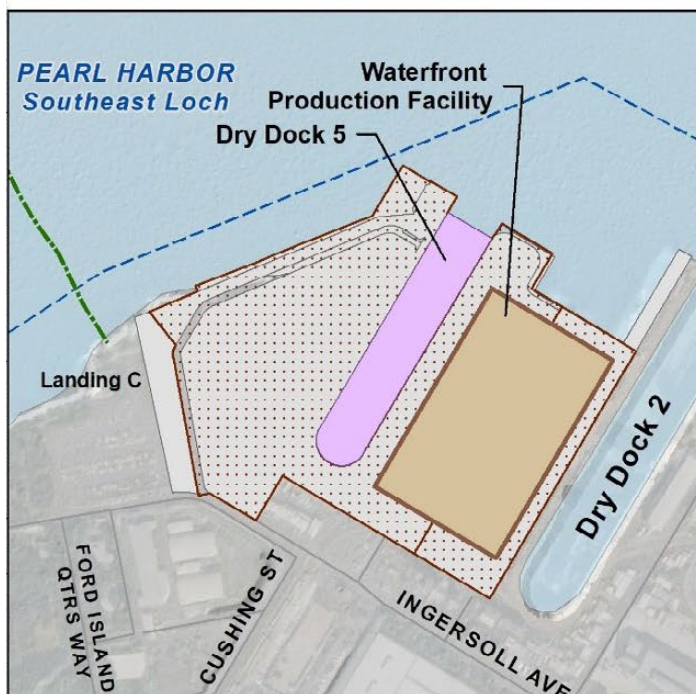
Alternative 5: Uncovered graving dry dock (Dry Dock 5), with a single support concept waterfront production facility located west of Dry Dock 5.



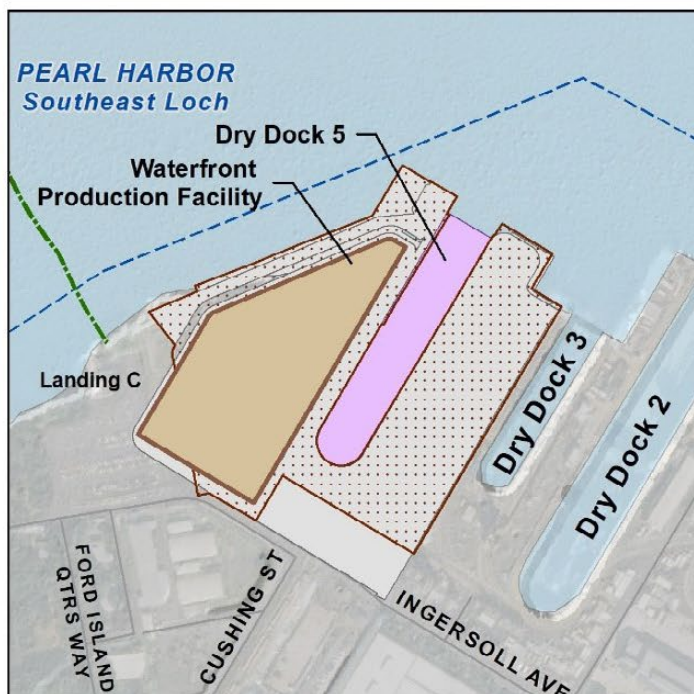
Alternative 2: Covered Graving Dry Dock with Multiple Support Waterfront Production Facility Located East of Dry Dock 5



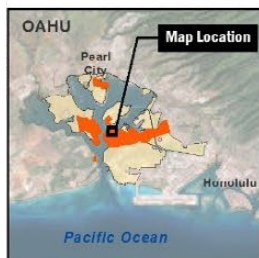
Alternative 3: Covered Graving Dry Dock with Single Support Waterfront Production Facility Located West of Dry Dock 5



Alternative 4: Uncovered Graving Dry Dock with Multiple Support Waterfront Production Facility Located East of Dry Dock 5 (Preferred Alternative)



Alternative 5: Uncovered Graving Dry Dock with Single Support Waterfront Production Facility Located West of Dry Dock 5



SUMMARY OF DRAFT EIS FINDINGS

Below is a summary of impacts to environmental resources from the Navy's Preferred Alternative (Alternative 4). For more detailed information or information on other action alternatives, please refer to the Draft EIS, available at: <https://www.PearlHarborDryDockEIS.org/>.

Hazardous Materials and Wastes:

At the conclusion of construction, beneficial impacts would result from removal of hazardous substances and improved environmental conditions.

Air Quality and Greenhouse

Gases: Air quality impacts are not expected to interfere with the attainment of ambient air quality standards or appreciably increase human health risks from hazardous air pollutants. Some greenhouse gas emissions would be generated during construction, after which emissions from operations would return to baseline conditions.

Water Resources: Construction activities, including new in-water structures and fill material, would affect marine waters and wetlands. Impacts would be mitigated through execution of a compensatory mitigation plan developed as part of the Clean Water Act permitting process.

Noise: Airborne noise created by in-water construction work (primarily pile driving) could elevate noise levels at Hospital Point Housing, Pearl City Housing, Lehua Elementary, and Peniel Pui El Pearl Gates School. However, the Navy would work with those affected to mitigate and reduce noise-related impacts.

Cultural Resources: Eight cultural resources (seven historic properties and one small-scale landscape feature) would be demolished. Demolition and new construction may result in visual impacts to the historic character of the shipyard. In accordance with the National Historic Preservation Act, the Navy is consulting with the State Historic Preservation Office, the Advisory Council on Historic Preservation, Native Hawaiian Organizations, consulting parties and other interested parties to identify ways to avoid, minimize, or mitigate impacts.

Terrestrial Biological Resources:

Much of the project area is highly disturbed and developed. Terrestrial

vegetation would be removed and/or disturbed to support construction of the project. Noise, night lighting, and/or human presence associated with construction could cause long-term adverse impacts to terrestrial species that forage, nest, or fly over the area. Impacts would be minimized through best management practices and in accordance with the Endangered Species Act.

Marine Biological Resources:

Adverse impacts to the benthic environment and marine vegetation would result from dredging and other in-water construction activities by removing substrate. The Navy is considering ways to minimize the loss of a 355-square-foot (33-square-meter) patch of finger coral within the footprint of Dry Dock 5. There could be impacts on individual sea turtles. Underwater noise during construction periods could potentially be injurious to some marine fauna. Impacts would be minimized through best management practices and in accordance with the Endangered Species Act. Appropriate mitigation measures are being developed and will be coordinated with the National Marine Fisheries Service.

Visual Resources: Permanent impacts would result from new structures creating a change to the landscape character of the shipyard. The project would minimize visual impacts through use of appropriate materials, paint, and minimization of light and glare.

Public Health and Safety: There would be negligible public health and safety impacts from air emissions, contaminants, demand on emergency services, light pollution, and traffic. Adverse impacts from noise would occur during construction. Navy would work with those affected to mitigate and reduce noise-related impacts. If found, long-term beneficial impacts would result from removal of munitions and explosives of concern from Pearl Harbor sediments.

Socioeconomics: Construction activities would result in increased employment and income for residents and non-local workers and would have a beneficial impact on the local economy. Construction activities would increase state and local tax revenues for the City and County of Honolulu during construction.

Environmental Justice and Protection of Children:

Disproportionately high adverse impacts on low-income and minority populations are not expected. Pile driving would result in noise-related impacts to schools; however, the Navy would work with those affected to mitigate and reduce noise-related impacts.

Traffic:

During construction, material and workforce transport would temporarily increase vehicle delays at intersections during AM and PM peak hours, increase congestion and travel times, and increase peak hour transit loads during construction. Best management practices, such as implementation of traffic control plans, would minimize impacts from off-site construction activity. Localized traffic-related impacts would also be minimized to the extent practicable with implementation of mitigation measures.

Drinking Water

The project area and its supporting elements are located outside areas identified by the Hawaii Department of Health as underground sources of drinking water; that is, an area outside the Underground Injection Control line. Because there is no overlap or pathway for effects to potable water sources, quality, or availability from the proposed action and alternatives, this Draft EIS does not include an analysis of impacts to drinking water.


NATIONAL ENVIRONMENTAL POLICY ACT AND PUBLIC INVOLVEMENT

The Draft EIS has been prepared pursuant to NEPA. NEPA is an environmental law that requires federal agencies to consider the potential environmental impacts of the proposed action in their decision-making. NEPA ensures that reasonable alternatives to the proposed action are explored, that potential impacts to the environment are thoroughly analyzed, and that the public has an opportunity to provide input. For this EIS process, the Navy is the lead agency. The U.S. Army Corps of Engineers, Honolulu District; U.S. Environmental Protection Agency, Region 9; and the National Marine Fisheries Service, Pacific Islands Regional Office are cooperating agencies.

Public and agency input allows decision-makers to consider community concerns and benefit from local knowledge. The Navy welcomes and appreciates the public's participation throughout the NEPA process. Specific opportunities for public review and comment are during the scoping period and after release of the Draft EIS.

NEPA Process



 Indicates opportunity for public comment prior to the Final EIS



Visual simulation of Alternative 4 as seen from the Ford Island Historical Trail

HOW TO COMMENT ON THE DRAFT EIS

Written comments may be submitted electronically via the project website at: <https://www.PearlHarborDryDockEIS.org> or by mail to:

Naval Facilities Engineering Systems Command

Attention: PHNSY & IMF DD/WPF EIS Project Manager
258 Makalapa Drive, Suite 100
Joint Base Pearl Harbor-Hickam, HI 96860-3134

The public is also invited to comment on the project's potential to affect historic properties pursuant to Section 106 of the National Historic Preservation Act of 1966. Comments submitted on the Draft EIS or the project's potential to affect historic properties during the Public Comment Period will become part of the public record, and substantive comments will be considered in the Final EIS.

HOW TO COMMENT

Comments must be postmarked or received electronically by 11:59 PM (HST) on March 21, 2022, through any of the following communications channels:

1. During the Virtual Public Meeting

February 24, 2022, 4:30-6:30 PM (HST)

Two Options to Access the Meeting:

- a. Go to [Zoom.us/join](https://zoom.us/join)
or join by phone at: (669) 900-6833
Meeting ID: 881 8171 0022
- b. Visit the EIS website at:
www.PearlHarborDryDockEIS.org to
view the virtual meeting link and phone
number.

2. Through the Virtual Open House:

www.PearlHarborDryDockEISOpenHouse.org

3. Through the Website:

www.PearlHarborDryDockEIS.org

4. Mail:

Naval Facilities Engineering Systems Command
Attention:
PHNSY & IMF DD/WPF EIS Project Manager
258 Makalapa Drive, Suite 100
Joint Base Pearl Harbor-Hickam, HI 96860-3134

NATIONAL HISTORIC PRESERVATION ACT SECTION 106 CONSULTATION

Concurrent with the Draft EIS public involvement process, the Navy is conducting the National Historic Preservation Act Section 106 process regarding potential effects of the proposed project on historic properties. Historic properties include districts, sites, buildings, structures, or objects listed or eligible for listing in the National Register of Historic Places, including National Historic Landmarks. The Navy has initiated its National Historic Preservation Act Section 106 consultation with the Hawaii State Historic Preservation Office, Advisory Council on Historic Preservation, National Park Service, Native Hawaiian Organizations, and other interested parties.