A Agency Correspondence

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A-1 Cultural Correspondence

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DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/13-079
May 1, 2013

Mr. Edward F. Sanderson
State Historic Preservation Officer
Rhode Island Historical Preservation & Heritage Commission
Old State House
150 Benefit Street
Providence, RI 02903

Dear Mr. Sanderson:

The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island, in accordance with Public Law 101-510, the Defense Base Closure and Realignment Act of 1990, as amended in 2005 (BRAC Law). The action proponent, the Naval Facilities Engineering Command Base Realignment and Closure Program Management Office East (BPMOE), will prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental consequences of the disposal and reuse of surplus property at NAVSTA Newport by the Aquidneck Island Reuse Planning Authority (AIRPA) in a manner consistent with the *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan). The AIRPA Redevelopment Plan can be viewed at http://www.aquidneckislandrpa.org/pdf/RKG AIRPA Redev Report 07-06-11.pdf. The EIS for the proposed undertaking will identify and evaluate impacts to historic properties and present measures to avoid, minimize, or mitigate such impacts and adverse effects to historic properties. The Rhode Island State Historic Preservation Officer (SHPO) will have the opportunity to review and provide comments on the EIS, as part of the NEPA process.

This undertaking and its effects are also being considered under Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and implementing regulations at 36 CFR Part 800. The intent of this letter is to initiate consultation with your office on the proposed disposal and reuse of surplus property at the Naval Station Newport, Rhode Island in accordance with Section 106 of the NHPA.

The proposed undertaking will consist of disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport and proposed reuse of surplus property at NAVSTA Newport by AIRPA in a manner consistent with the Redevelopment Plan. The surplus property at NAVSTA Newport slated for transfer is

located entirely on Aquidneck Island, in Newport County, Rhode Island and consists of: 1) the former Naval Hospital parcel located in the City of Newport; 2) the Tank Farms 1 and 2 parcel located in the Town of Portsmouth; 3) the Defense Highway/Stringham Road Corridor located in the Towns of Middletown and Portsmouth; and, 4) the former Navy Lodge parcel located in the Town of Middletown. Enclosure 1 shows the locations of the surplus property. Enclosure 2 is a summary of the proposed undertaking, including a description of the surplus property, a summary of the cultural resources information for this property, and a summary of the proposed alternatives for redevelopment of this property in accordance with the Redevelopment Plan.

In accordance with 36 CFR 800.4, Navy has determined that the areas of potential effects (APEs) for the proposed undertaking will consist of those areas within the boundaries of the surplus property, as shown in enclosure 1 and more specifically on Figures 1, 5, 9, and 13 in enclosure 2. The Navy requests your concurrence with the APEs for the proposed undertaking in accordance with Section 106 of the NHPA.

In accordance with 36 CFR 800.2, the Navy will notify the following federally recognized Indian tribes of the proposed undertaking to determine if they wish to participate in the consultation: the Narragansett Indian Tribe, the Mashpee Wampanoag Tribe, and the Wampanoag Tribe of Gay Head Aquinnah. The Navy will also notify the following interested parties of the proposed undertaking to determine if they wish to participate in the consultation: the Town of Portsmouth; the Town of Middletown; the City of Newport; the Newport Historic District Commission; the Preservation Society of Newport County; the Coastal Resource Management Council; the Rhode Island Historical & Heritage Preservation Commission (John Grosvenor); the Point Association; the Newport Restoration Foundation; and Preserve Rhode Island. The Navy will also notify the Advisory Council on Historic Preservation of the proposed undertaking to determine if they wish to participate in the consultation. As part of this consultation, the Navy is requesting SHPO concurrence with the identified parties, and would appreciate the identification of additional parties the Navy should consider including in the consultation process. Navy will notify the tribes, other consulting parties, and the ACHP once we receive your initial comments on the proposed APEs for this undertaking.

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The identification of cultural resources and historic properties (cultural resources listed or eligible for listing in the National Register of Historic Places [NRHP]), which may be directly or indirectly affected by the proposed undertaking is an integral part of the Section 106 compliance process. The Navy is in the process of investigating cultural resources that may be affected by the proposed undertaking. The results of these investigations will address terrestrial and offshore archaeological resources and architectural or built resources within the APEs. The results of these investigations will be submitted to the Rhode Island SHPO for review and comment.

We appreciate your involvement in the consultation process, and thank you in advance for any comments, guidance, and/or information you can provide concerning compliance with the Section 106 process in Rhode Island and the identification of cultural resources and/or historic properties for the proposed undertaking. If you have questions concerning this request, please do not hesitate to contact Tom Stephan at (215) 897-4916. We look forward to successful consultation and coordination with your office as part of the Section 106 process, and to assisting with protection of the cultural heritage of Rhode Island.

Sincerely,

GREGORY C. PRESTON
Deputy Director
Real Estate Contracting Officer

Enclosures:
1. Figure Showing Location of Proposed Undertaking at NAVSTA Newport
2. Summary Descriptions: Surplus Property, Cultural Resources Information, and Proposed Alternatives for Redevelopment

Copy to:
NAVFAC Atlantic (D. Cook)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller, S. Kam)

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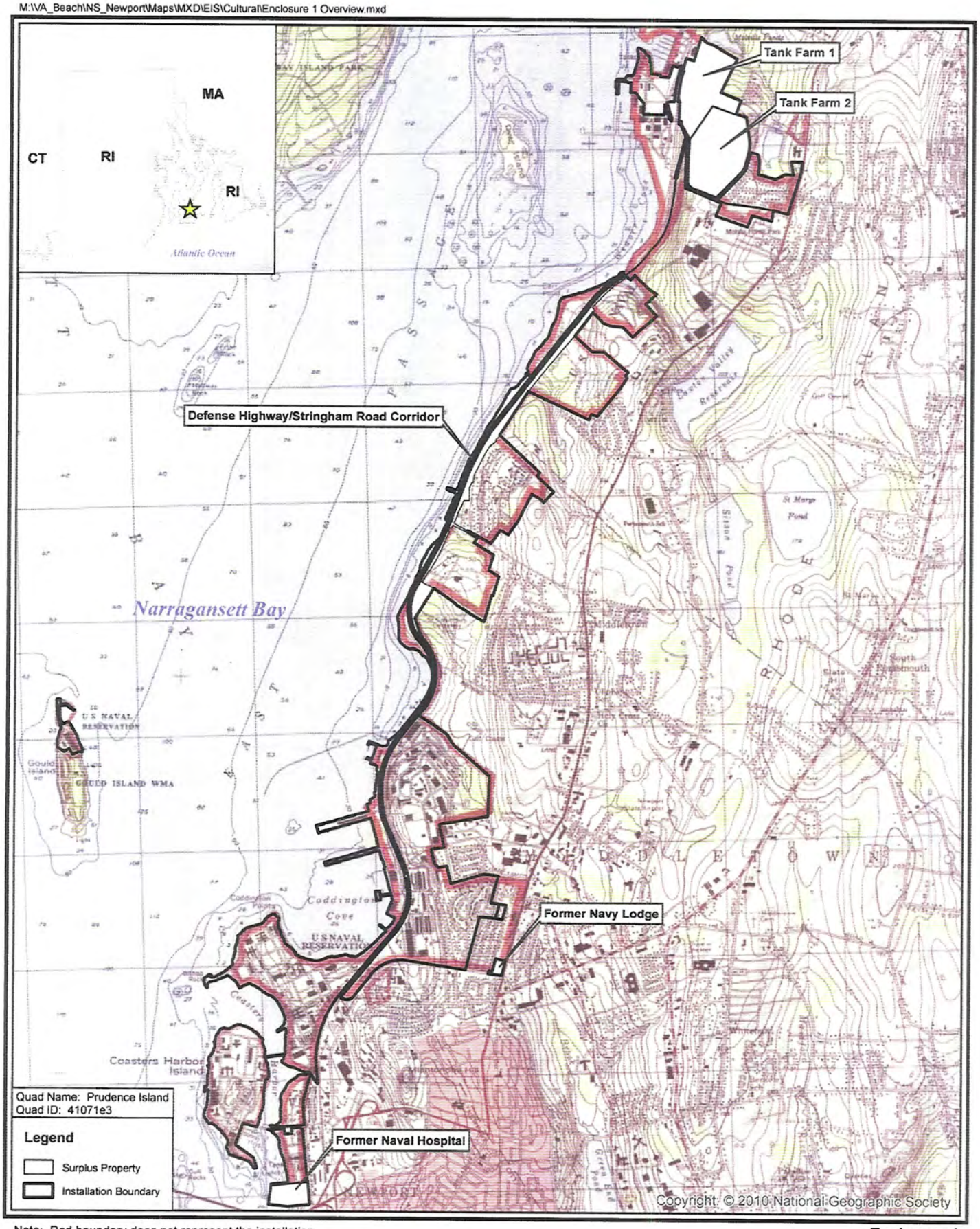

Note: Red boundary does not represent the installation boundary, it is strictly a feature displayed by the USGS topographic map base map.

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Enclosure 1
Location of Surplus Property
NAVSTA Newport, Rhode Island

Enclosure 2

Summary Descriptions:
Surplus Property, Cultural Resources Information, and
Proposed Alternatives for Redevelopment

Former Naval Hospital Parcel

General Background Information

The former Naval Hospital parcel is located on the western shore of Aquidneck Island, on Narragansett Bay, just southeast of Coasters Island in the City of Newport (see Enclosure 1). The former Naval Hospital parcel is approximately 10 acres in size (7 acres of upland area and 3 acres of submerged land) and contains eleven extant buildings or structures (see Figure 1).

The former Naval Hospital provided outpatient services for the naval shore activities and fleet operating forces at NAVSTA Newport, dependents of armed service personnel, and others authorized for treatment from 1913 through 2007. Construction of the former Naval Hospital began in 1913, with construction of Building 1, and continued through World War II. When the New England Naval Medical Center was built, in 1993, the main building, Building 1, was converted to administrative use. By 2007, all the buildings within the former Naval Hospital parcel had been vacated.

Table 1-1 provides an overview of the buildings and structures within the former Naval Hospital parcel; the buildings and structures are shown on Figure 2.

Table 1-1 Summary of Buildings/Structures within the former Naval Hospital Parcel

Building or Structure	Description	Notes
Bldg 1	former Main Hospital Building	Determined a contributing element to the NRHP-eligible Naval Hospital Newport Historic District.
Bldg 7	former Garage (now Housekeeping)	Determined a contributing element to the NRHP-eligible Naval Hospital Newport Historic District.
Bldg 45	former Nurses' Home (now Drug and Alcohol Rehabilitation)	Determined a contributing element to the NRHP-eligible Naval Hospital Newport Historic District.
Bldg 57	former Gate House	Determined a non-contributing element to the NRHP-eligible Naval Hospital Newport Historic District.
Bldg 63	former detached Garages associated with former Quarters A and B	Located within the NRHP-eligible Naval Hospital Newport Historic District; not NRHP-eligible, but recommended for reevaluation upon reaching 50 years.
Structure 680	Flagpole	Located within the NRHP-eligible Naval Hospital Newport Historic District; NRHP-eligibility status unknown.
Bldg 993	former Transformer Vault (now emergency generator)	Determined a non-contributing element to the Naval Hospital Newport Historic District.

Table 1-1 Summary of Buildings/Structures within the former Naval Hospital Parcel

Building or Structure	Description	Notes
Bldg 1189		Located within the NRHP-eligible Naval Hospital Newport Historic District; NRHP-eligibility status unknown.
Bldg A-72		Located within the NRHP-eligible Naval Hospital Newport Historic District; NRHP-eligibility status unknown.
Quarters A and B	former Officer housing units	Determined a contributing element to the Naval Hospital Newport Historic District.
Pier 71	Berthing pier	Located partially within the Naval Hospital Newport Historic District; NRHP-eligibility status unknown.
Bldg 62	*Former Chapel*	*Located within the Naval Hospital Newport Historic District; not NRHP-eligible, but recommended for reevaluation upon reaching 50 years. Demolished ca. 2011.*

Notes:
Italics signify that building/structure is no longer there.

Bldg = building

Sources: Preston 2009; Louis Berger & Associates, Inc. 1998; The Louis Berger Group, Inc. 2000; DON 2010.

Cultural Resources Information

Terrestrial and offshore portions of the former Naval Hospital parcel have not undergone previous archaeological investigations, although they have been evaluated for archaeological sensitivity. The terrestrial portion of the former Naval Hospital parcel has undergone episodes of construction and demolition since at least the construction of Building 1, the former Main Hospital Building, in 1913. This portion of the parcel does not contain any areas that are considered sensitive for prehistoric or historic archaeological resources (Louis Berger & Associates, Inc. 1998; The Louis Berger Group 2000, DON 2010). The offshore portion of the former Naval Hospital parcel is considered sensitive for underwater archaeological resources (Louis Berger & Associates, Inc. 1998; Sanderson 2006). At least one 18th century shipwreck (RI 2125) has been located in waters just northwest of Pier 71 (Sanderson 2006).

During a site visit on July 31, 2012, the former Naval Hospital parcel the following built resources were observed: the buildings and structures listed above; portions of Riggs Road, 3rd Street, Douser Circle, Biello Road, Dorsey Road, and Munger Road; a retaining wall along the shoreline of Narragansett Bay; associated hardscaping (asphalt parking lots surrounding the various buildings within the parcel, concrete walkways and curbs, etc.); and associated landscaping, including maintained lawn and mature decorative deciduous trees in the open space along Narragansett Bay and in lawn areas around the former Main Hospital Building (Building 1), the former Nurses' Home (Building 45) and Quarters A and B. Building 62 (former Chapel)

is no longer extant, and appears to have been demolished between 2010 and 2012, based on a review of publicly available aerial photographs.

As shown on Figure 2, the terrestrial portion of the former Naval Hospital parcel lies entirely within the boundaries of the Naval Hospital Newport Historic District, which is considered NRHP-eligible under Criterion C (Louis Berger & Associates, Inc. 1998). Four of the ten extant buildings or structures within the parcel, Buildings 1 (the former Main Hospital Building), 7 (the former Garage) and 45 (the former Nurses' Home) and Quarters A and B, have been previously determined contributing elements to the historic district under Criterion C (The Louis Berger Group, Inc. 2000; DON 2010). Two buildings, Building 57 (the former Gate House) and Building 993 (the former Transformer Vault), have been previously determined non-contributing elements to the historic district (The Louis Berger Group, Inc. 2000). One building, Building 63 (the former Garage associated with Quarters A and B) was recommended for NRHP-eligibility evaluation upon turning 50 years old (DON 2010). The remaining four buildings or structures, Buildings 1189 and A-72, Structure 680 (the Flagpole) and Pier 71, do not appear to have been evaluated for NRHP-eligibility individually or as contributing elements to the NRHP-eligible Naval Hospital Historic District (Louis Berger & Associates, Inc. 1998; The Louis Berger Group, Inc. 2000; DON 2010).

Navy is in the process of conducting cultural resources investigations in support of the proposed action (transfer of property out of federal ownership and subsequent redevelopment in accordance with the Aquidneck Island Reuse Planning Authority's (AIRPA's) proposed Redevelopment Plan [RKG Associates, Inc. et al 2011]). The results of these investigations will address terrestrial and offshore archaeological resources and architectural or built resources within the parcel and a report presenting the results of these investigations will be prepared when investigations are completed.

Proposed Action - Alternative 1

A total of approximately 54% of the overall site (inclusive of land-based and pier development) would be redeveloped under Alternative 1[1]. Proposed redevelopment at the approximately 10-acre former Naval Hospital property would likely include demolition of at least eight buildings (Buildings 1, 7, 45, 63, 993, 1189, A-72 and Quarters A and B) and associated hardscaping and landscaping; construction of a three-story hotel (120 rooms) with additional space on the first floor for retail and a restaurant comprising approximately 1.3 acres of parking at the northeast corner of the site; and construction of a three-story 36-unit residential building, comprised of 36-two-bedroom units, with a ground level footprint of approximately 0.60 acres over at-grade parking in the southeast corner of the site (see Figure 3). Parking and access throughout the site would total 2.2 acres of developed land under Alternative 1, including the existing road (Riggs Road) that bisects the site.

[1] This total is approximate and is estimated based on property boundaries that have been developed using existing documents and figures as reference and may conflict with the acreages indicated for property transfer. Prior to property transfer a survey grade property boundary will be prepared.

Alternative 1 would also include construction of an approximately 2.4 acre waterfront park. The waterfront park would include onshore construction of a boat storage facility approximately 1,300 square feet[2] in size which would be constructed in the footprint of the former chapel. The existing pier would be re-used as-is, with the addition of two concrete floating docks on each side. Each floating dock would be 8 feet x 90 feet.[3] These floating docks would be supported by pontoons and anchored in place with pilings and cables, requiring offshore construction in areas adjacent to the pier. It is assumed that the pilings would be square pre-stressed concrete piles measuring 1 foot by 1 foot.

Proposed Action - Alternative 2

The proposed development footprint is slightly higher than under Alternative 1 at 8.6 acres (56%) of the site;[4] the intensity of proposed use also is higher under Alternative 2. Proposed redevelopment at the approximately 10-acre former Naval Hospital property under Alternative 2 would also likely include demolition of at least eight buildings (Buildings 1, 7, 45, 63, 993, 1189, A-72 and Quarters A and B) and their associated hardscaping and landscaping. The residential use proposed under Alternative 1 would be replaced by commercial use, and a conference center would be added to the proposed hotel. The commercial use would have the same footprint as the residential use under Alternative 1 (0.6 acres). The 0.2-acre conference center would be developed behind the hotel, along 3rd Street (see Figure 4). The remainder of the site would be developed as described under Alternative 1 with the exception of the waterfront park and shore-based facilities.

Under Alternative 2, the shore-based boat storage facility and two concrete floating docks would be developed as described for Alternative 1. However, under Alternative 2, an additional concrete floating dock would be constructed at the end of the existing pier with mooring piles, approximately 8 feet by 70 feet in size, requiring additional inwater construction, and a yacht club/office would also be constructed adjacent to the boat storage facility, within the footprint of the former chapel. The same concrete piles described for Alternative 1 would be assumed for this alternative.

[2] These dimensions are based on the existing Providence Community Boating center, a shore-based structure.
[3] These dimensions are based on plans for the Ann Street Pier provided in a Notice to Bidders for the Ann Street Pier Design-Build Project, as issued by the City of Newport. The Ann Street Pier is located approximately 1.2 miles south of the former Naval Hospital along Narragansett Bay.
[4] This total is approximate and is estimated based on property boundaries that have been developed using existing documents and figures as reference and may conflict with the acreages indicated for property transfer. Prior to property transfer a survey grade property boundary will be prepared.

Tank Farms 1 and 2 Parcel

General Background Information

The Tank Farms 1 and 2 parcel is located in the northwestern portion of NAVSTA Newport next to the Melville fuel loading area, and (see Enclosure 1). Tank Farm 1 occupies approximately 50 acres in the Town of Portsmouth (see Figure 5). It was constructed between the 1920s and the early 1940s and was used by the Navy until 1970. In 1974, the Navy licensed the tank farm and associated facilities to the Defense Fuel Supply Center (DFSC) to store and distribute petroleum fuel; those operations ceased in 1998.

Tank Farm 1 has been in operation since the 1920s as a storage facility for various types of fuels used by the Navy. It consists of ten storage tanks (Tanks 9 through 18) and a total of six utility and pump house buildings (Buildings 30, 49, 199, 1156, B60, and S 63) that were used as part of the facility's former fuel distribution operations (see Figure 6). The storage tanks are a combination of buried, or partially buried, concrete and steel underground storage tanks (USTs) and two steel above ground storage tanks (ASTs), all of which were built between the 1920s and 1940s. There is also a 1,000-gallon underground water reservoir located at Building 30. Currently, remediation activities are ongoing at Tank Farm 1. Aside from the buildings noted above, the surface area of Tank Farm 1 is generally covered by grassland and wooded areas, as well as paved access roads. Access to the site is gained via either Stringham Road, Defense Highway, Bradford Avenue or Alexander Road.

Tank Farm 2 is located in the northeast portion of NAVSTA Newport, next to Tank Farm 1, and occupies approximately 96 acres of land in the Town of Portsmouth (see Figure 5). Construction of Tank Farm 2 started in 1941 and was completed in 1943. The Navy used Tank Farm 2 until 1970. In 1974 the Navy licensed the tank farm to the DFSC to distribute petroleum fuel; DFSC operations ceased in 1998.

Tank Farm 2 consists of eleven USTs which were constructed, operated, and decommissioned on a similar later timeline than Tank Farm 1 (see Figure 6). Between 1996 and 1997, all eleven tanks were cleaned and refilled with water to prevent groundwater intrusion. The surface of the site is similar to Tank Farm 1 in that it is a combination of largely scrub brush and wooded areas interspersed with paved roadways and two small vacant buildings (former fire station and electrical utility structure) along Bradford Avenue. Cox Communications also has an equipment storage area on the property.

Table 1-2 provides an overview of the buildings and structures at each tank farm; the buildings and structures are shown on Figure 6.

Table 1-2 Summary of Buildings/Structures within the Tank Farms 1 and 2 Parcel

Building or Structure	Description	Notes
Tank Farm 1		

Table 1-2 Summary of Buildings/Structures within the Tank Farms 1 and 2 Parcel

Building or Structure	Description	Notes
Tank 9	Partially buried concrete UST/OWS	Within NRHP-eligible Melville Fuel Depot and Naval Net Depot Historic District. Determined a contributing element to the historic district. Used for petroleum fuel. Operations ceased in 1998.
Tank 10	Partially buried concrete UST/OWS	Within NRHP-eligible Melville Fuel Depot and Naval Net Depot Historic District. Determined a contributing element to the historic district.
Tank 11	*Steel AST*	*Within NRHP-eligible Melville Fuel Depot and Naval Net Depot Historic District. Determined a contributing element to the historic district. Used for petroleum fuel. Operations ceased in 1998. Demolished in Mar/Apr 2012.*
Tank 12	*Steel AST*	
Tank 13	Steel UST	Within NRHP-eligible Melville Fuel Depot and Naval Net Depot Historic District. Determined a contributing element to the historic district. Used for petroleum fuel. Operations ceased in 1998.
Tank 14	Steel UST	
Tank 15	Steel UST	Located outside the historic district; NRHP-eligibility status unknown. Used for petroleum fuel. Operations ceased in 1998.
Tank 16	Steel UST	
Tank 17	Steel UST	
Tank 18	Steel UST	
Bldg 30	Pump house	Located outside the historic district; NRHP-eligibility status unknown.
Bldg 30 water reservoir	Water reservoir	
Bldg 49	Foam pump house	
Bldg 77	*Community center*	*Located outside the historic district; NRHP-eligibility status unknown. Demolished; date unknown.*
Bldg 199	Electrical distribution bldg/shelter	Within NRHP-eligible Melville Fuel Depot and Naval Net Depot Historic District. NRHP-eligibility status unknown.
Bldg 1158	Valve house for POL	
Bldg B60	Utility bldg, ethyl blending plant	Located outside the historic district; NRHP-eligibility status unknown.
Bldg S 63	Pump house	Within NRHP-eligible Melville Fuel Depot and Naval Net Depot Historic District. Determined a contributing element to the historic district.
Unmarked bldg	Used for fire suppression	Located outside the historic district; NRHP-eligibility status unknown. East of T-546
T-546, etc.	Transformers and electric vaults	Located outside the historic district; NRHP-eligibility status unknown.
Tank Farm 2		

Table 1-2 Summary of Buildings/Structures within the Tank Farms 1 and 2 Parcel

Building or Structure	Description	Notes
Tank 19	Concrete UST	Located outside the historic district; NRHP-eligibility status unknown. Previously used for petroleum fuel. In 1996/1997, each tank was cleaned and refilled with water.
Tank 20	Concrete UST	
Tank 21	Concrete UST	
Tank 22	Concrete UST	
Tank 23	Concrete UST	
Tank 24	Concrete UST	
Tank 25	Concrete UST	
Tank 26	Concrete UST	
Tank 27	Concrete UST	
Tank 28	Concrete UST	
Tank 29	Concrete UST	
Bldg 48	Fire station	Located outside the historic district; NRHP-eligibility status unknown.
UST associated with Bldg 48		*Located outside the historic district; NRHP-eligibility status unknown. UST removed in 2009*
Bldg 218		Located outside the historic district; NRHP-eligibility status unknown.
Bldg 219	Utility bldg, electrical distribution	
Bldg 220		

Notes:
Italics signify that building/structure is no longer there.

AST = above-ground storage tank
Bldg = building
OWS = oil/water separator
POL = petroleum oil and lubricant
UST = underground storage tank

Sources: Louis Berger & Associates, Inc. 1998; The Louis Berger Group, Inc. 2000; DON 2010.

Cultural Resources Information

The Tank Farms 1 and 2 parcel has not undergone previous archaeological investigations, although they have been evaluated for archaeological sensitivity. The Tank Farms 1 and 2 parcel has undergone episodes of construction and demolition since the development of the two tank farms starting in 1920 through to remediation of contamination at Tank Farm 1, which is currently ongoing, suggesting that extensive ground disturbance has taken place within these parcels. The locations of a number of map-documented structures were once present near Tank Farm 2 and the locations of several prehistoric archaeological sites identified in 1980s may be in the vicinity of the Tank Farms 1 and 2 parcel. However, no prehistoric or historic archaeologically sensitive areas are located within the Tank Farms 1 and 2 parcel (Louis Berger & Associates, Inc. 1998).

The Tank Farms 1 and 2 parcel includes 32 extant buildings or structures (see Table 1 and Figure 6). Seventeen of the 32 extant buildings or structures within the Tank Farms 1 and 2 parcel are

associated with Tank Farm 1. The remaining 15 extant buildings or structures are associated with Tank Farm 2. During a site visit on July 31, 2012, a number of the buildings and structures listed above were observed within the Tank Farms 1 and 2 parcel. Additionally, ground disturbing activities associated with remediation of contamination at Tank Farm 1 were observed.

As shown on Figure 6, the Tank Farms 1 and 2 parcel partially overlaps the boundaries of the Melville Fuel Depot and Naval Net Depot Historic District, which is considered NRHP-eligible under Criteria A and C (Louis Berger & Associates, Inc. 1998). Specifically, a portion of Tank Farm 1 is included within the boundaries of the historic district, including seven buildings or structures associated with Tank Farm 1. Five of these buildings or structures (Fuel Tanks 9, 10, 13 and 14, and Building No. S-63 [Pumphouse]) have been previously determined contributing elements to the historic district under Criteria A and C. The other two buildings or structures within the boundaries of the historic district (Buildings 199 and 1158) do not appear to have been evaluated for NRHP-eligibility individually or as contributing elements to the historic district.

The remaining extant buildings or structures within the Tank Farms 1 and 2 parcel (ten associated with Tank Farm 1 and 15 associated with Tank Farm 2) do not appear to have been evaluated for NRHP-eligibility (Louis Berger & Associates, Inc. 1998; The Louis Berger Group, Inc. 2000; DON 2010).

Navy is in the process of conducting cultural resources investigations in support of the proposed action (transfer of property out of federal ownership and subsequent redevelopment in accordance with AIRPA's proposed Redevelopment Plan [RKG Associates, Inc. et al 2011]). The results of these investigations will address archaeological and architectural or built resources within the parcel and a report presenting the results of these investigations will be prepared when investigations are completed.

Proposed Action - Alternative 1

Under Alternative 1, the combined Tank Farms 1 and 2 property would be redeveloped as a combined 145-acre site with office space, light industrial, boat storage, and multi-modal parking uses and the potential for a solar array (see Figure 7). A total of 31.1 acres or 21 % of the 145-acre would be redeveloped; parking and access roads would comprise approximately 20.6 acres of the redeveloped area. The remaining 113.9 acres (79%) would stay undeveloped as open space.

Proposed redevelopment of the tank farms under Alternative 1 includes: construction of a multi-modal parking facility with 400 parking spaces (a total of 4 acres) on the west side of the site, adjacent to the railroad; construction of 145,000 square feet of light industrial space with 55,000 square feet (1.3 acres) along the rail line and 90,000 square feet (2.1 acres) off of Bradford Avenue; construction of 45,000 square feet (1.0 acre) of light industrial space or boat storage space near the center of Tank Farm 1; and construction of 110,000 square feet (2.5 acres) of office space at the south end of the site (south end of Tank Farm 2). The potential solar array location would be approximately 155,000 square feet (3.6 acres) in size and would be located near the center of Tank Farm 2.

Under Alternative 1, Tanks 9 and 10 and Buildings 30, 49, and 860 would be demolished at Tank Farm 1. The future fate of the USTs and underground piping at Tank Farm 1 (removal vs. leaving in place) has not yet been identified. Therefore, they have been assumed to remain in place. This has also been assumed for the tanks and structures at Tank Farm 2.

Proposed Action - Alternative 2

Under Alternative 2, Tank Farms 1 and 2 would be redeveloped with the same mix of uses as under Alternative 1. However, under Alternative 2, the amount of office space would increase by 25% from 110,000 square feet (2.5 acres) to 137,600 square feet (3.2 acres). Additionally, light industrial uses along the rail line would increase by 25%, from 55,000 square feet (1.3 acres under Alternative 1) to 68,750 square feet (1.6 acres) (see Figure 8). The other two areas of industrial development are the same as described under Alternative 1—2.1 acres off of Bradford Avenue and 1.0 acres of boat storage—totaling 4.7 acres of industrial under Alternative 2. Additionally, the parking/access would be increased to approximately 22.5 acres, resulting in redevelopment of a total of 34 acres or 23% of the overall site under Alternative 2.

Under Alternative 2 , Tanks 9 and 10 and Buildings 30, 49, and 860 would be demolished at Tank Farm 1. The future fate of the USTs and underground piping at Tank Farm 1 (removal vs. leaving in place) has not yet been identified. Therefore, they have been assumed to remain in place. This has also been assumed for the tanks and structures at Tank Farm 2

Defense Highway/Stringham Road Corridor

General Background Information

The 67-acre parcel associated with the Defense Highway/Stringham Road Corridor is located along the western portion of Aquidneck Island in the towns of Middletown and Portsmouth (see Enclosure 1). This parcel includes 3.6 miles of Defense Highway that span both Middletown and Portsmouth, and land along this roadway (see Figure 9). This parcel also includes approximately 1 mile of Stringham Road, which extends from Tank Farm 1 east to West Main Road, and an approximately 508-foot portion of Greene Lane. Additionally, the former Midway Fueling Pier (located near the base of Greene Lane), the former Middletown Transfer Station (a former municipal solid waste collection and transfer station), and Building A 105 (located on the northern side of Stringham Road and previously used for the storage of PCB-containing materials) are included in this property (see Figure 10).

Cultural Resources Information

Portions of the Defense Highway/Stringham Road Corridor appear to have undergone previous archaeological investigations. Five archaeologically sensitive areas and six previously recorded archaeological sites have been identified within, or adjacent to, the corridor. Additionally, a portion of Defense Highway and the former Old Colony Railroad line in Middletown was also considered sensitive for the presence of Native American burials, due to the reported identification of two burial-ground sites during construction of the railroad in 1863: RI-1362 (Railroad I) and RI-1363 (Railroad II) (Louis Berger & Associates, Inc. 1998; The Louis Berger Group 2000; DON 2010).

The Navy's most recent reassessment of conditions within the corridor, conducted in 2010, indicates that only two archaeologically sensitive areas are located immediately adjacent to the boundaries of the Defense Highway/Stringham Road Corridor (Areas P-1 and P-5). Area P-1, originally identified as potentially sensitive for prehistoric archaeological resources, has been reassessed as severely disturbed due to use as a landfill area with the exception of a possible historic cellar hole. Area P-5, originally identified as potentially sensitive for prehistoric archaeological resources, now appears to have limited archaeological potential due to surficial disturbance, although an intact soil profile is present. Other archaeologically sensitive areas (Areas P-2 through P-4) once identified along the corridor have also been reassessed and are now considered severely disturbed and no longer archaeologically sensitive. Six previously recorded archaeological resources associated with the Defense Highway (RI-942.1 though RI-942.6) have not been relocated during subsequent surveys or their locations may be outside the boundaries of the corridor (DON 2010).

During a site visit on July 31, 2012, the Defense Highway/Stringham Road Corridor appeared as an active highway/roadway. At various locations, areas on either side of highway/roadway are included in the corridor. Most areas appear undeveloped or not maintained (e.g., mowed); other

areas, such as the adjacent railroad and pull-off areas along the corridor, are graveled or appear to be irregularly maintained for accessibility to the railroad, shoreline or Melville Pier.

Navy is in the process of conducting cultural resources investigations in support of the proposed action (transfer of property out of federal ownership and subsequent redevelopment in accordance with AIRPA's proposed Redevelopment Plan [RKG Associates, Inc. et al 2011]). The results of these investigations will address terrestrial and offshore archaeological resources and architectural or built resources within the parcel and a report presenting the results of these investigations will be prepared when investigations are completed.

Proposed Action - Alternative 1

The Defense Highway/Stringham Road Corridor would be retained as two-lane roadways with the addition of a multi-use pathway in a greenbelt on the opposite side of the railroad tracks, next to the water. The pathway would be 12-feet wide and would be surfaced with bituminous concrete. In constrained areas (due to topography or other factors), the width may be reduced to 10 feet.[5] In addition to the roadways, recreation/open space use is proposed at the Midway Pier/Greene Lane area. A shoreline park would be included with a fishing pier, kayak launch, restrooms, playgrounds, a 0.3-acre parking lot, picnic areas, and pathways (see Figure 11). The restrooms, playground and picnic area would comprise 0.09 acres. The existing pier would be rebuilt to be a 15-foot wide and 250-foot long concrete pier.

Proposed Action - Alternative 2

Like Alternative 1, Alternative 2 includes a two-lane scenario for both roads with the same multi-use pathway in a greenbelt on the opposite side of the railroad tracks, next to the water. Alternative 2 would include greater expansion of the Melville Pier, including two areas of cut-and-fill for parking totaling 0.6 acres, in addition to the recreation/open space use that is proposed at the Midway Pier/Greene Lane and shoreline park described under Alternative 1 (see Figure 12). Under Alternative 2, the playground would be increased to 0.1 acres and an expanded pier footprint would result in approximately 0.1 acre for use as a public pier. In addition to the rebuilt pier discussed under Alternative 1, Alternative 2 would include a floating concrete pier at the end of the pier (in a T formation), which would be 8 feet wide and 50 feet long. A total of approximately 0.9 acre would be redeveloped at the shoreline park under Alternative 2, including parking, restrooms, playground, picnic area, and the pier.

[5] These dimensions have been based on the Feasibility Study for the Shoreline Bikeway/Aquidneck Island Bicycle Path Burma Road Segment (The Louis Berger Group, Inc. 2007).

Former Navy Lodge Parcel

General Background Information

The 3-acre former Navy Lodge parcel is located along Route 138 in Middletown, Rhode Island (see Enclosure 1). The Navy Lodge was constructed in 1971 and demolished in 2004 (see Figure 13). A small telephone utility shed exists in the southwest corner of the site and a water feed vent and concrete pad exists in the north east corner. The remainder of the site is vacant and covered with grass (see Figure 14).

Cultural Resources Information

The former Navy Lodge parcel has not undergone previous archaeological investigations, although it has been evaluated for archaeological sensitivity. No archaeologically sensitive areas have been identified within the boundaries of the former Navy Lodge parcel (The Louis Berger Group 2000, DON 2010).

During a site visit on July 31, 2012, the former Navy Lodge parcel appeared as a vacant property covered with maintained (mowed) grass. The utility shed, water feed vent, and concrete pad discussed above were observed. These buildings and structures imply the presence of buried utilities. No other buildings, structures, or objects were observed within the boundaries of the former Navy Lodge property, although in some places, the outlines of the former Navy Lodge buildings are visible.

Navy is in the process of conducting cultural resources investigations in support of the proposed action (transfer of property out of federal ownership and subsequent redevelopment in accordance with AIRPA's proposed Redevelopment Plan [RKG Associates, Inc. et al 2011]). The results of these investigations will address archaeological and architectural or built resources within the parcel and a report presenting the results of these investigations will be prepared when investigations are completed.

Proposed Action - Alternative 1

The 3-acre former Navy Lodge parcel is proposed for redevelopment as retail space. Two buildings are proposed, each one-story in size, on a total of approximately 0.7 acres. These structures are proposed on the northeast and southeast corners of the site, with parking adjacent the buildings taking up approximately 0.8 acres (see Figure 15). A total of 1.8 acres or 60% of the 3-acre site would be redeveloped; approximately 1.2 acres would be maintained as open space.

Proposed Action - Alternative 2

Proposed redevelopment at the former Navy Lodge parcel (3-acre Navy-owned parcel only) includes the development of two, two-story retail buildings that would have the same footprint

(0.70 acres) as the preferred alternative (see Figure 16); however, the total of 61,000 square feet of retail uses over the two stories is larger than the 30,500 square feet under Alternative 1. To accommodate the increase in density between the preferred alternative and Alternative 2, an increase in parking is proposed. A total of 1.4 acres of parking/access would be developed under Alternative 2, resulting in redevelopment of approximately 70% of the overall site.

References Cited

Department of the Navy. 2010. *Integrated Cultural Resources Management Plan (2010-2014), Naval Station Newport, Newport, Rhode Island, Final Report.* Prepared June 2010 by Department of the Navy, Naval Facilities Engineering Command, Mid-Atlantic, Norfolk, Virginia.

Louis Berger & Associates, Inc. 1998. *Cultural Resources Survey, U.S. Naval Complex, Newport, Rhode Island.* Final prepared November 1998 by The Cultural Resources Group, Louis Berger & Associates, Inc., East Orange, New Jersey, for Smith Environmental Technologies Corporation, Plymouth Meeting, Pennsylvania. Prepared for Newport Naval Complex, Newport, Rhode Island. Submitted to Northern Division Naval Facilities Engineering Command, Lester, Pennsylvania.

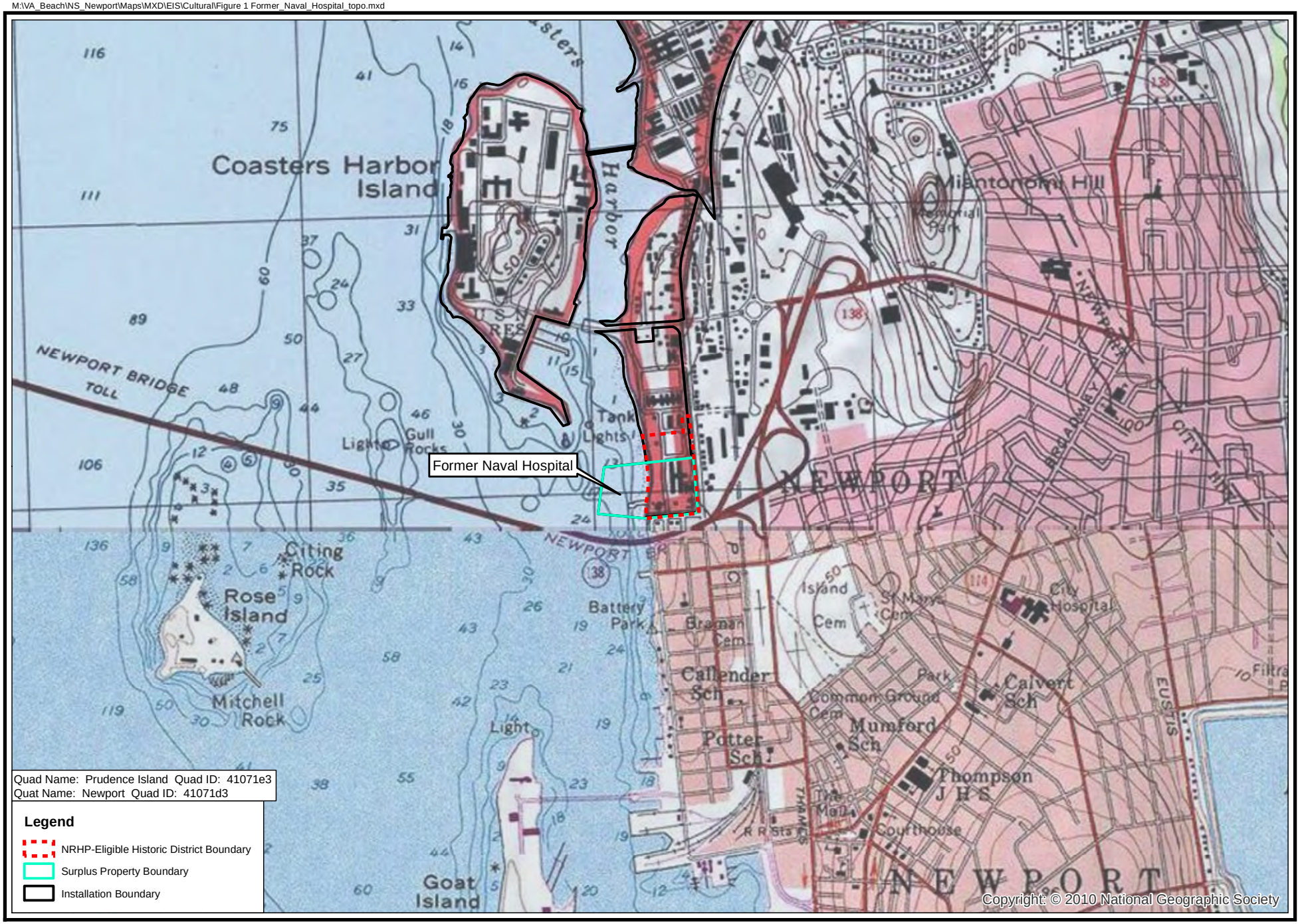
Preston, Gregory. 2009. E-mail communication 3 August 2009, with John Rice of AMEC Earth & Environmental, Inc., and Elaine Preston, NAVFAC Real Estate, pertaining to the buildings at Naval Station Newport, Newport, Rhode Island. as provided in administrative record of the *Final Environmental Condition of Property Report for Naval Station Newport.* November 2009.

RKG Associates, Inc., Weston Solutions, Inc., and Vanasse Hangen Brustlin, Inc. 2011. *Redevelopment Plan for Surplus Properties at NAVSTA Newport.* Prepared August 9, 2011, for the Aquidneck Island Reuse Planning Authority under contract with the City of Newport, Rhode Island, with financial support from the Office of Economic Adjustment, Department of Defense.

Sanderson, Edward F. 2006. Letter dated March 1, 2006, from Edward F. Sanderson, Executive Director and Deputy State Historic Preservation Officer, Historical Preservation & Heritage Commission, State of Rhode Island and Providence Plantations, Providence, Rhode Island, to D.D. Dorocz, Environmental Department Head, Naval Station Newport, Department of the Navy, Newport, Rhode Island. *Re: Environmental Assessment, Excess Property Disposal, Newport Naval Hospital, Naval Station Newport.*

The Louis Berger Group, Inc. 2000. *Historic and Archaeological Resources Protection Plan, Newport Naval Complex, Newport, Rhode Island.* Prepared September 2000 by The Louis Berger Group, Inc., East Orange, New Jersey, for BCM Engineers, Plymouth Meeting, Pennsylvania. Prepared for Newport Naval Complex, Newport, Rhode Island. Submitted to Northern Division Naval Facilities Engineering Command.

M:\VA_Beach\NS_Newport\Maps\MXD\EIS\Cultural\Figure 1 Former_Naval_Hospital_topo.mxd



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Note: Red boundary does not represent the installation boundary, it is strictly a feature displayed by the USGS topographic map base map.

Figure 1
Location of Former Naval Hospital Parcel
NAVSTA Newport, Rhode Island

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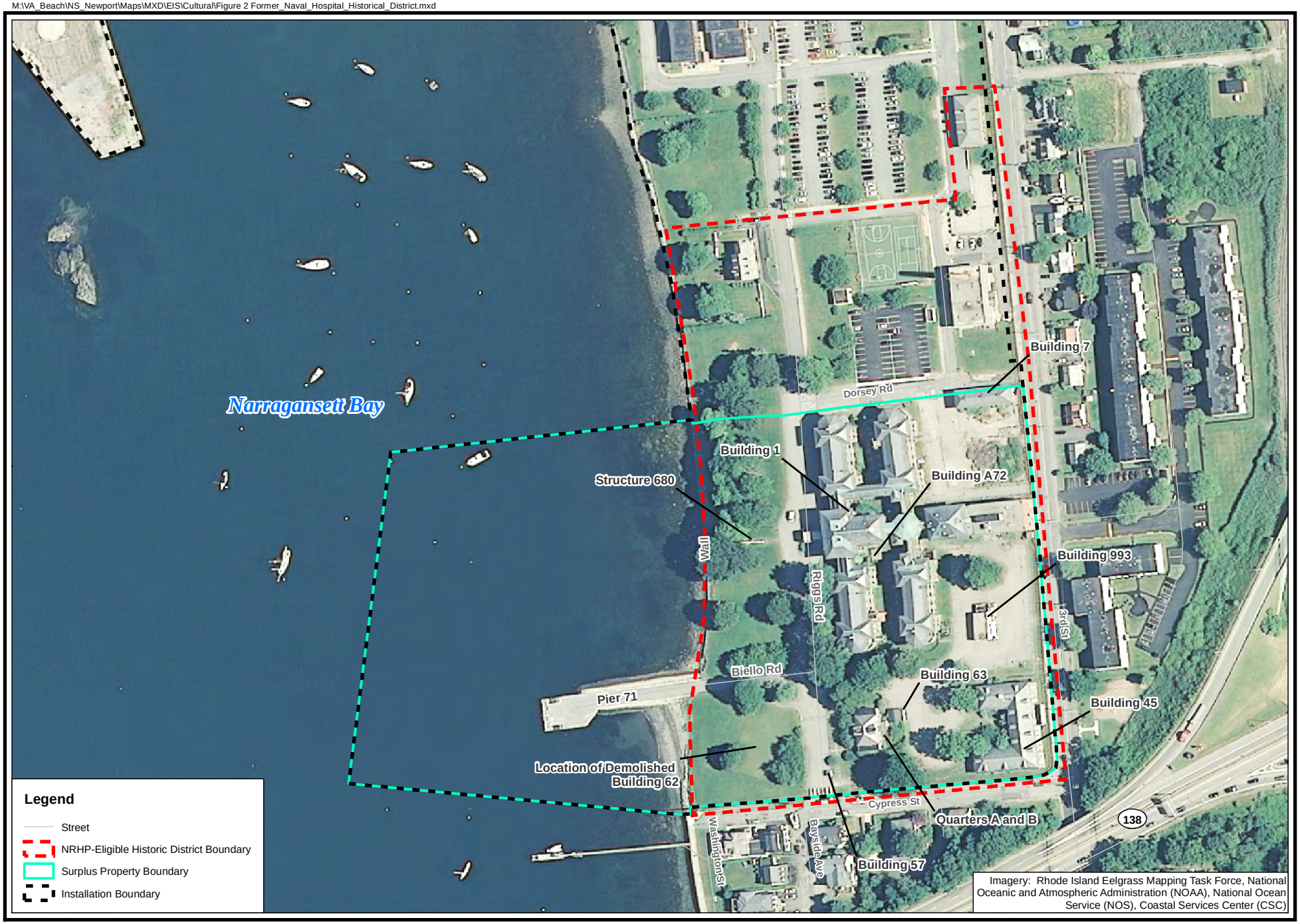

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Figure 2
Former Naval Hospital Parcel
NAVSTA Newport, Rhode Island

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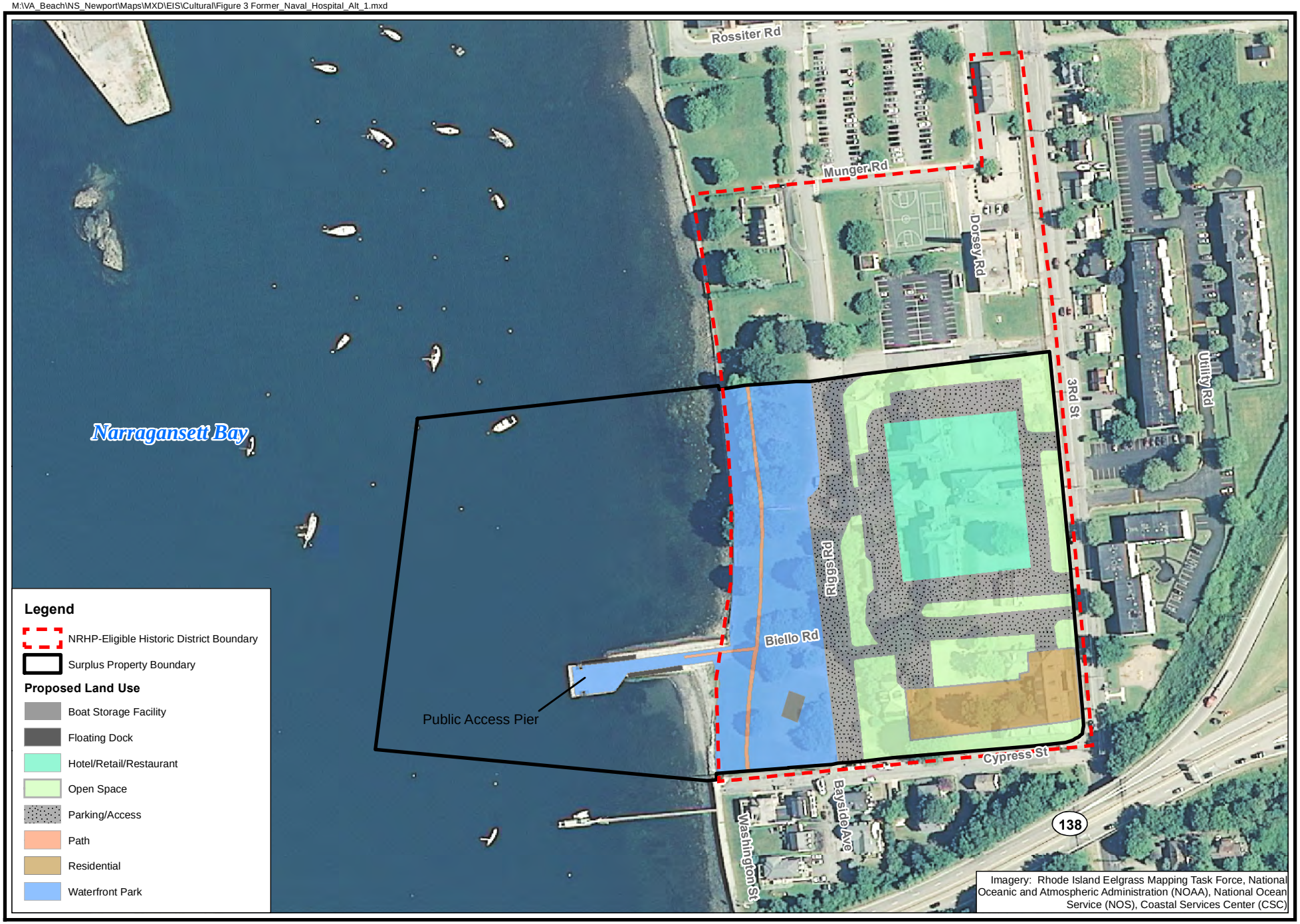

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Figure 3
Former Naval Hospital Parcel
Alternative 1 – Preferred Redevelopment
NAVSTA Newport, Rhode Island

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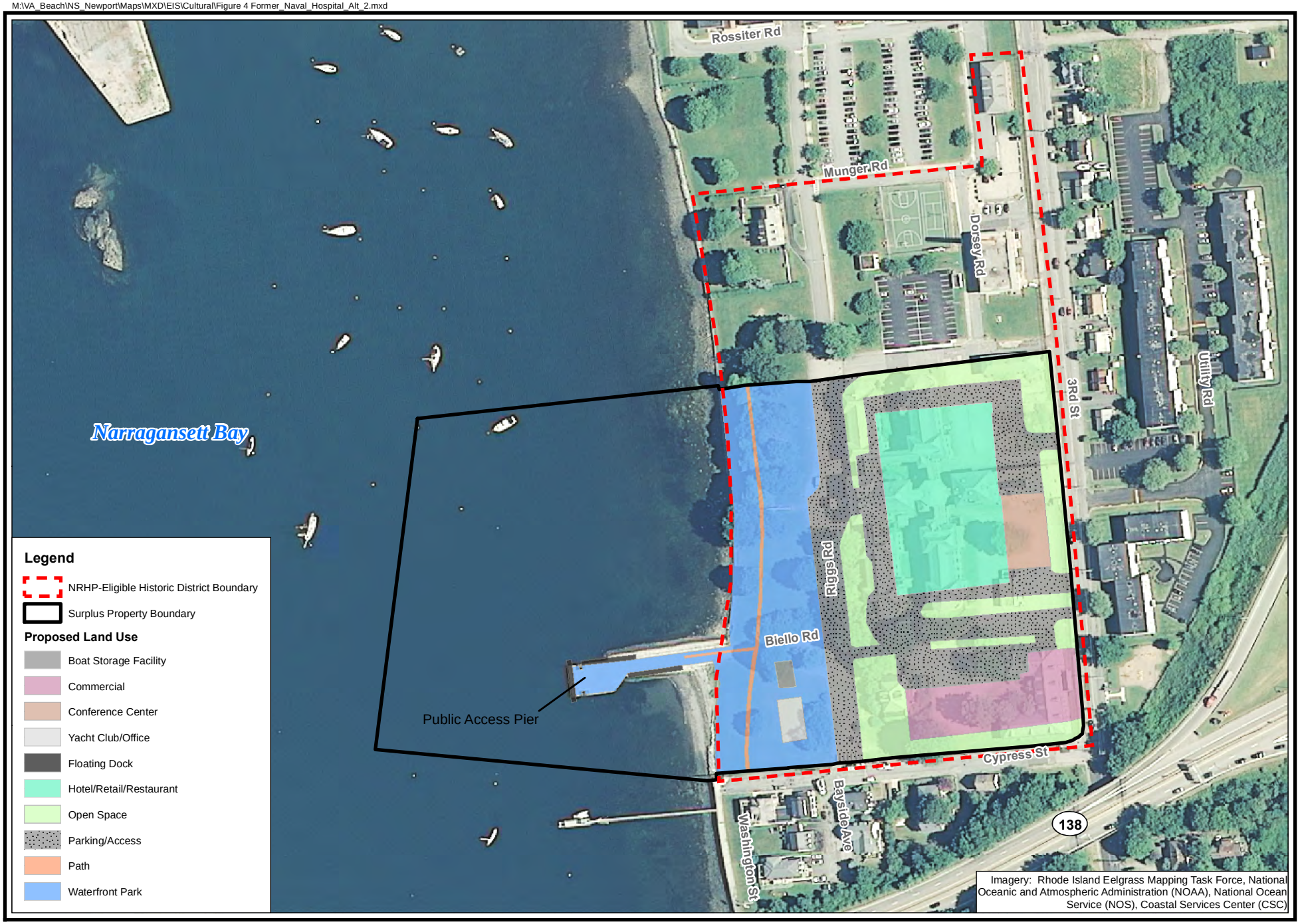

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Figure 4
Former Naval Hospital Parcel
Alternative 2 – High Density Redevelopment
NAVSTA Newport, Rhode Island

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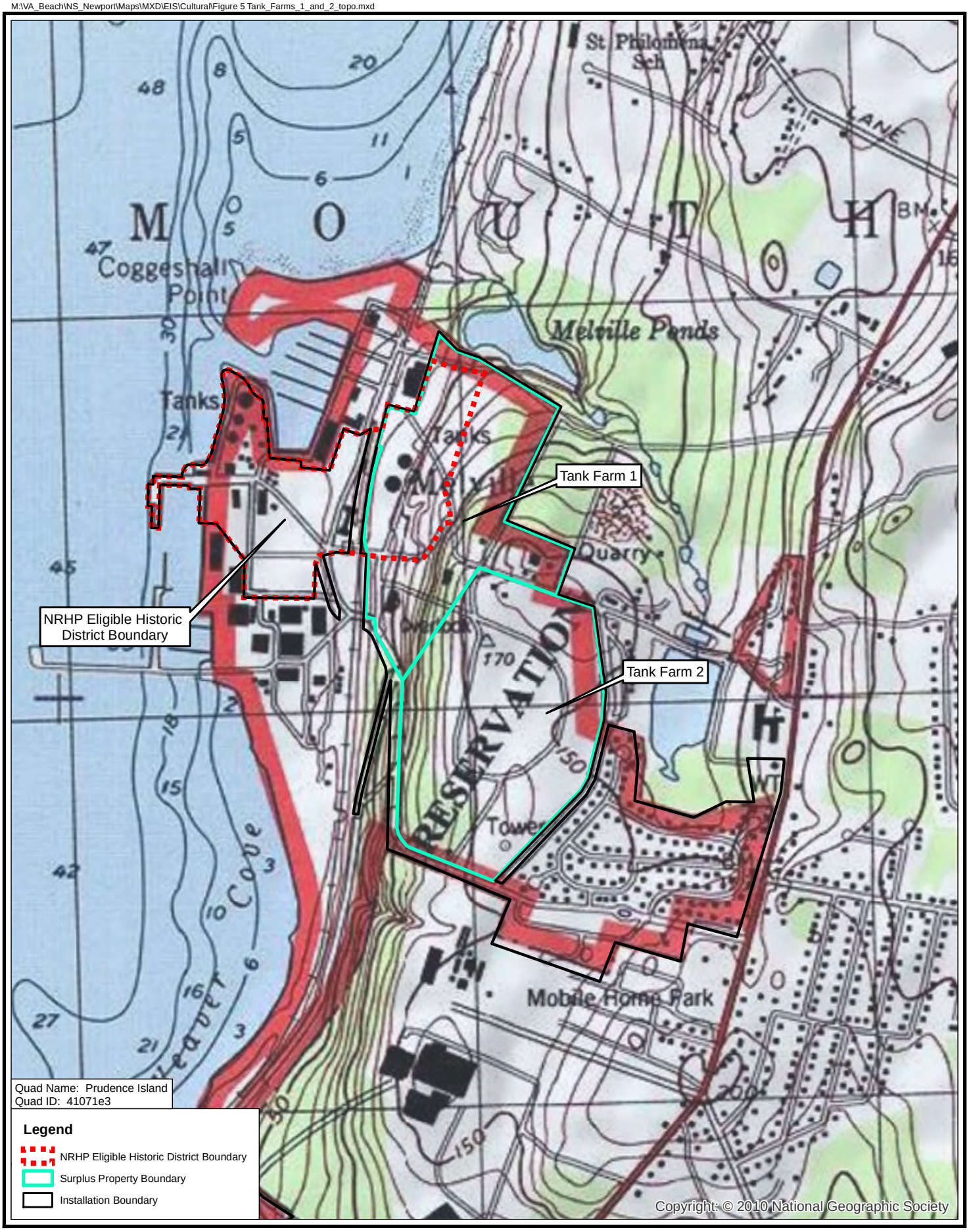

Note: Red boundary does not represent the installation boundary, it is strictly a feature displayed by the USGS topographic map base map.

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Figure 5
Location of Tank Farms 1 and 2 Parcel
NAVSTA Newport, Rhode Island

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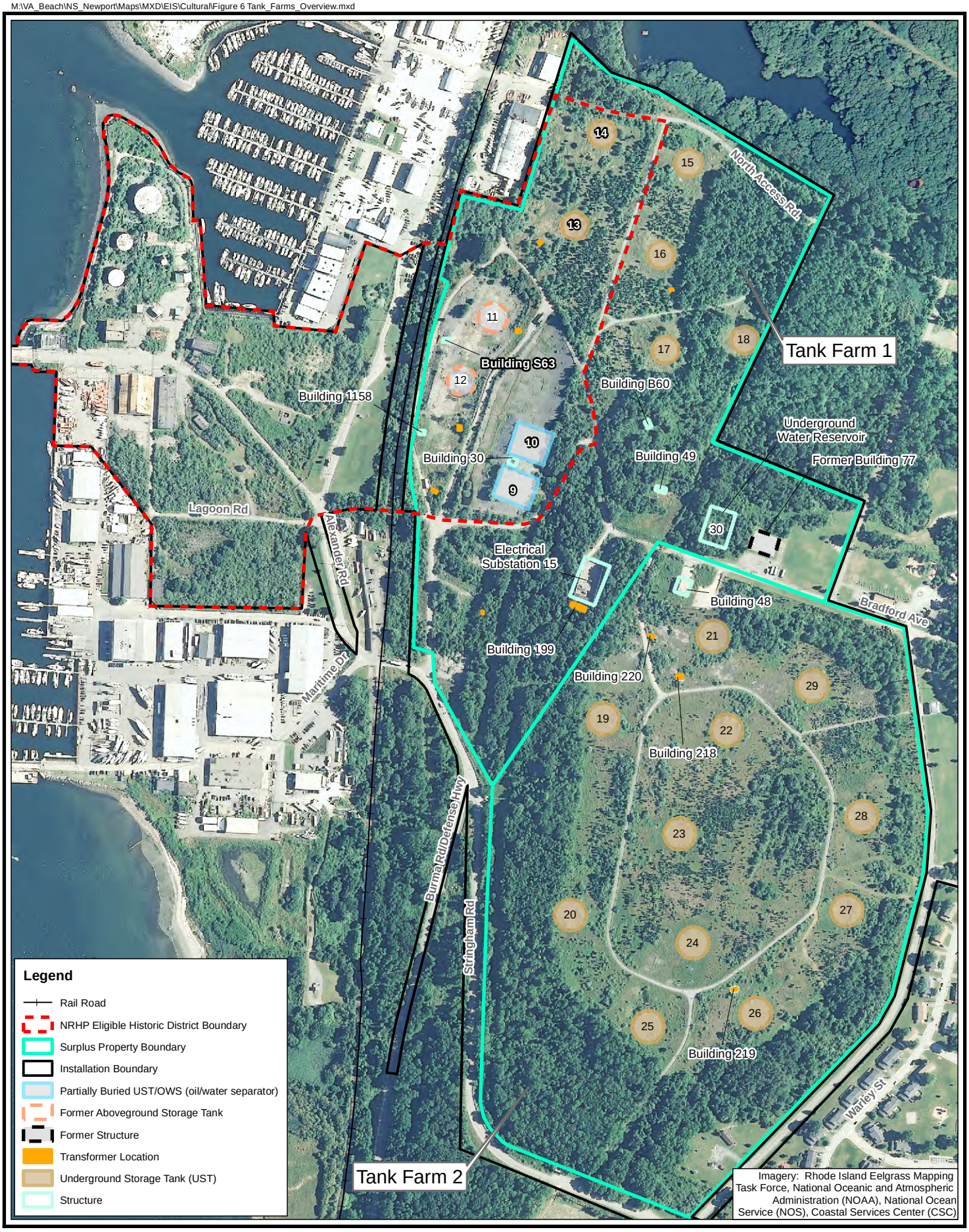

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Figure 6
Tank Farms 1 and 2 Parcel
NAVSTA Newport, Rhode Island

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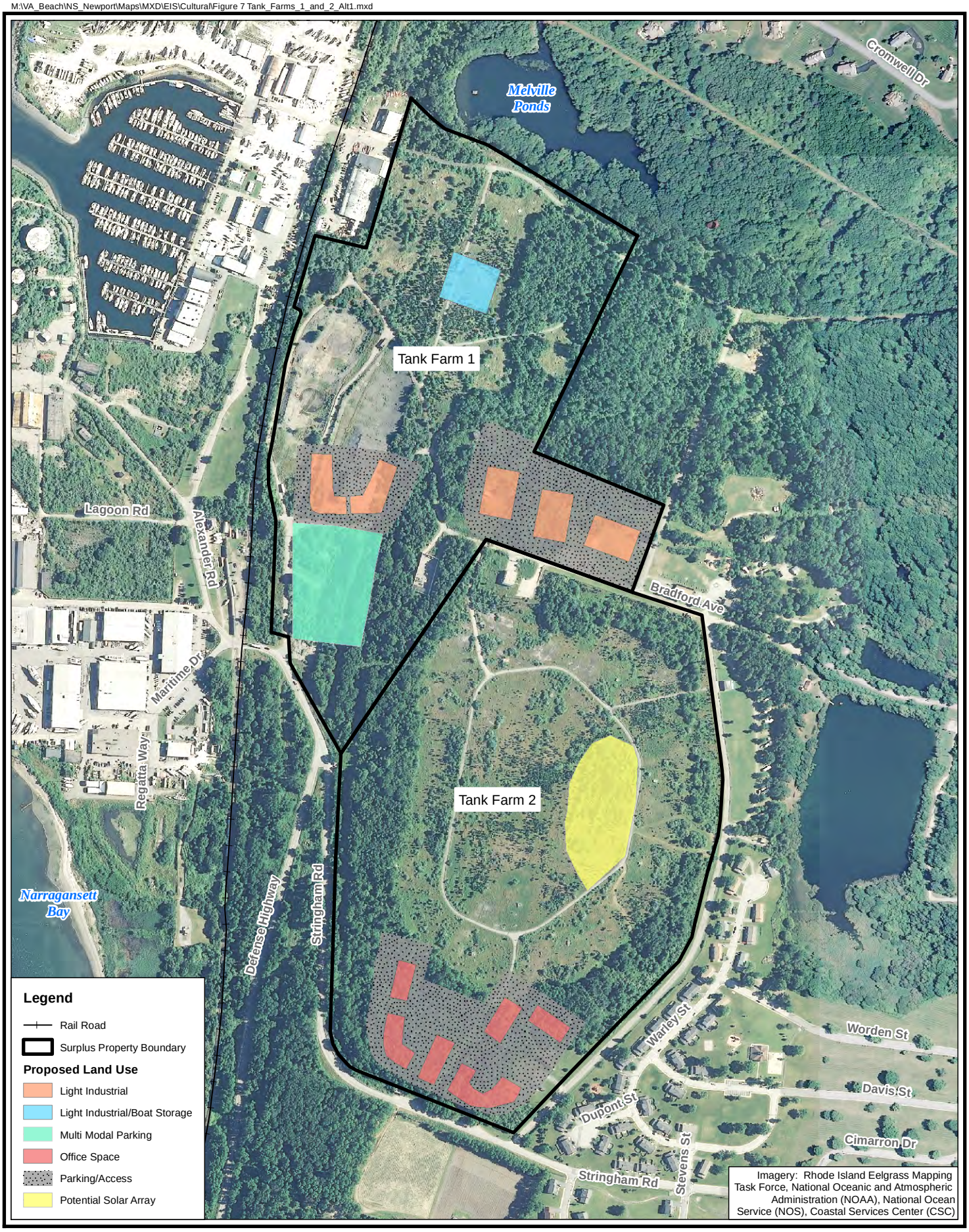

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Figure 7
Alternative 1 - Preferred Redevelopment of Tank Farms 1 and 2 Parcel
NAVSTA Newport, Rhode Island

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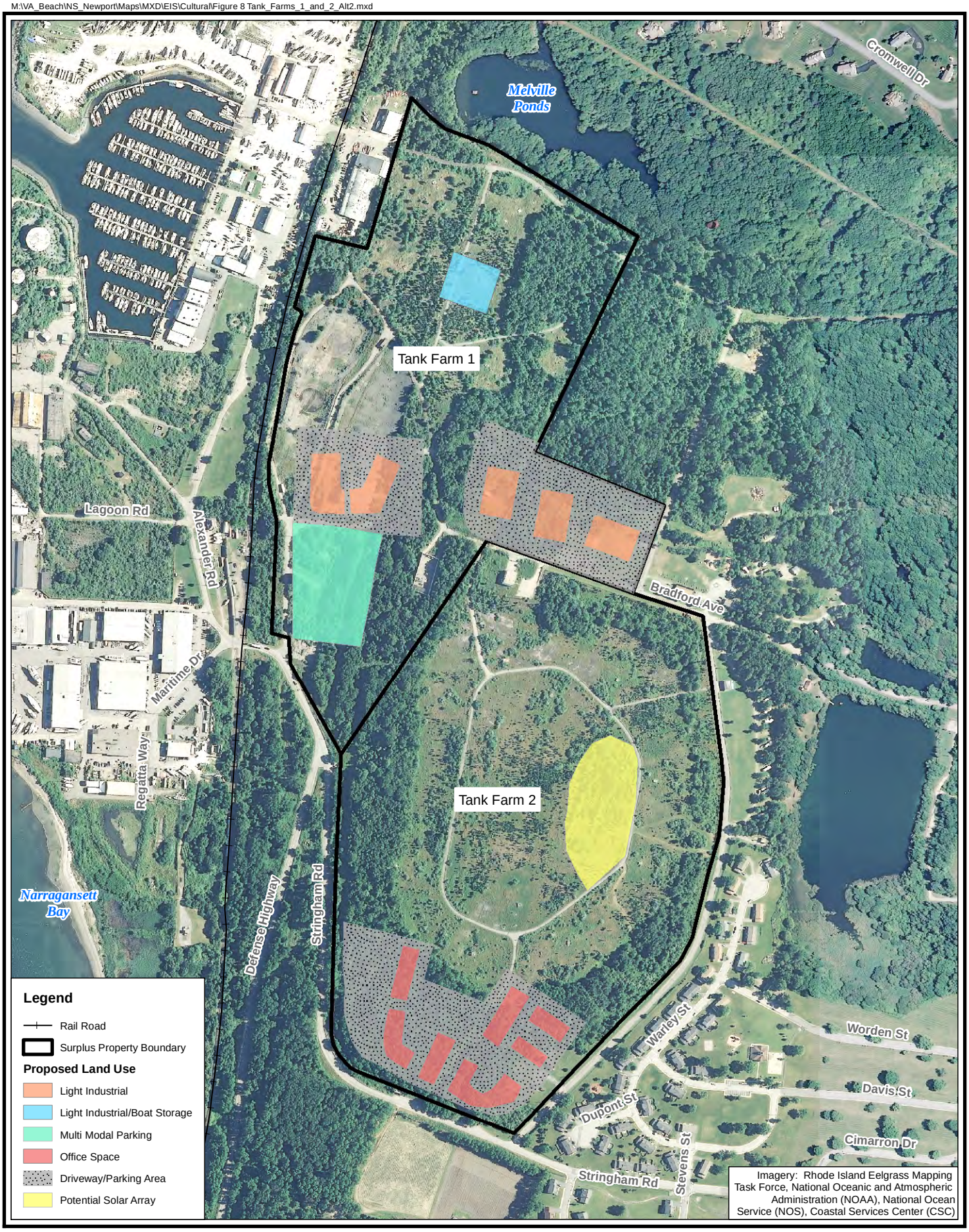

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Figure 8
Alternative 2 - High Density Redevelopment of Tank Farms 1 and 2 Parcel
NAVSTA Newport, Rhode Island

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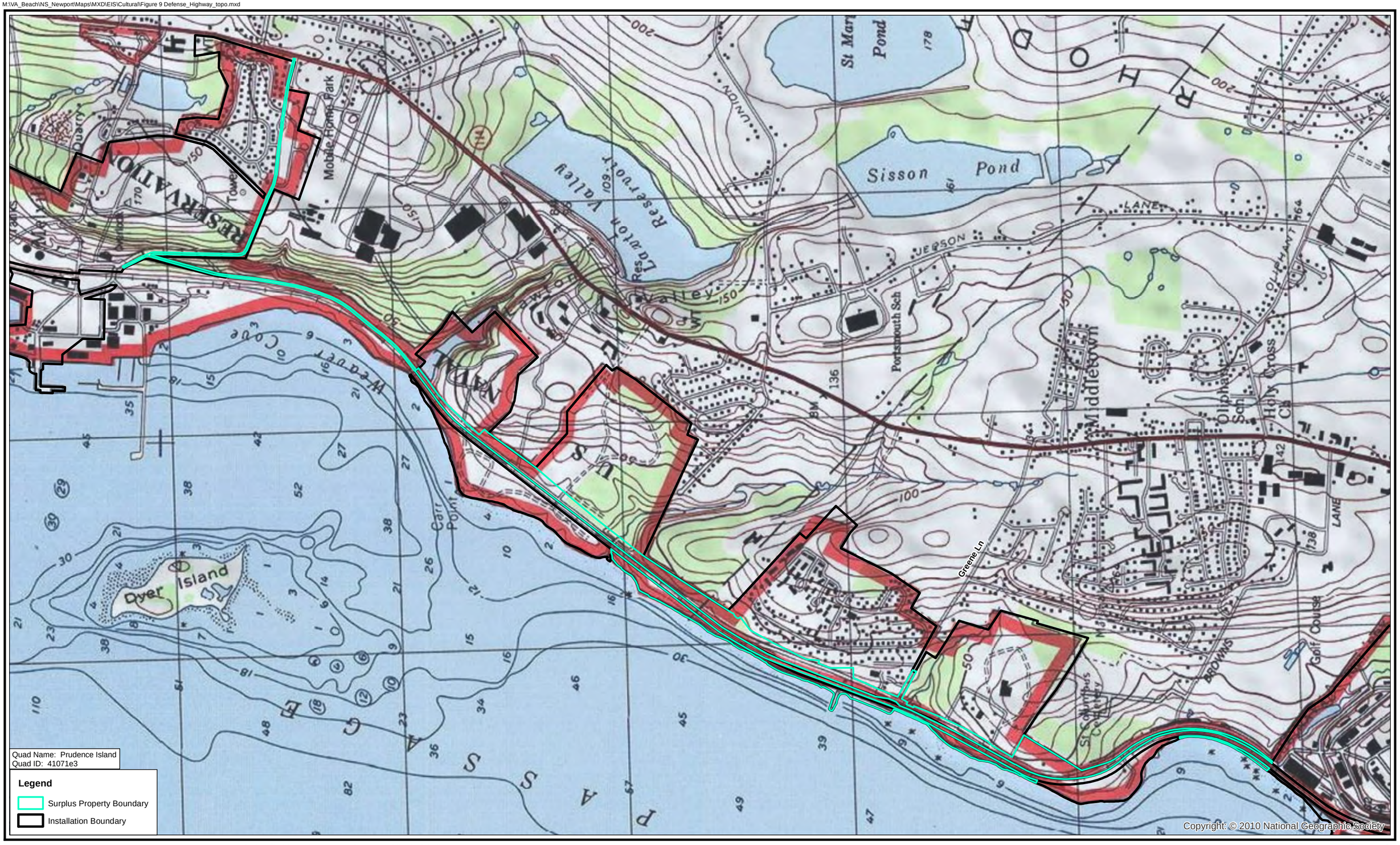

Note: Red boundary does not represent the installation boundary, it is strictly a feature displayed by the USGS topographic map base map.

Figure 9
Location of Defense Highway/Stringham Road Corridor
NAVSTA Newport, Rhode Island

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Figure 10
Defense Highway/Stringham Road Corridor
NAVSTA Newport, Rhode Island

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Figure 11
Alternative 1 - Preferred Redevelopment of Defense Highway/Stringham Road Corridor
NAVSTA Newport, Rhode Island

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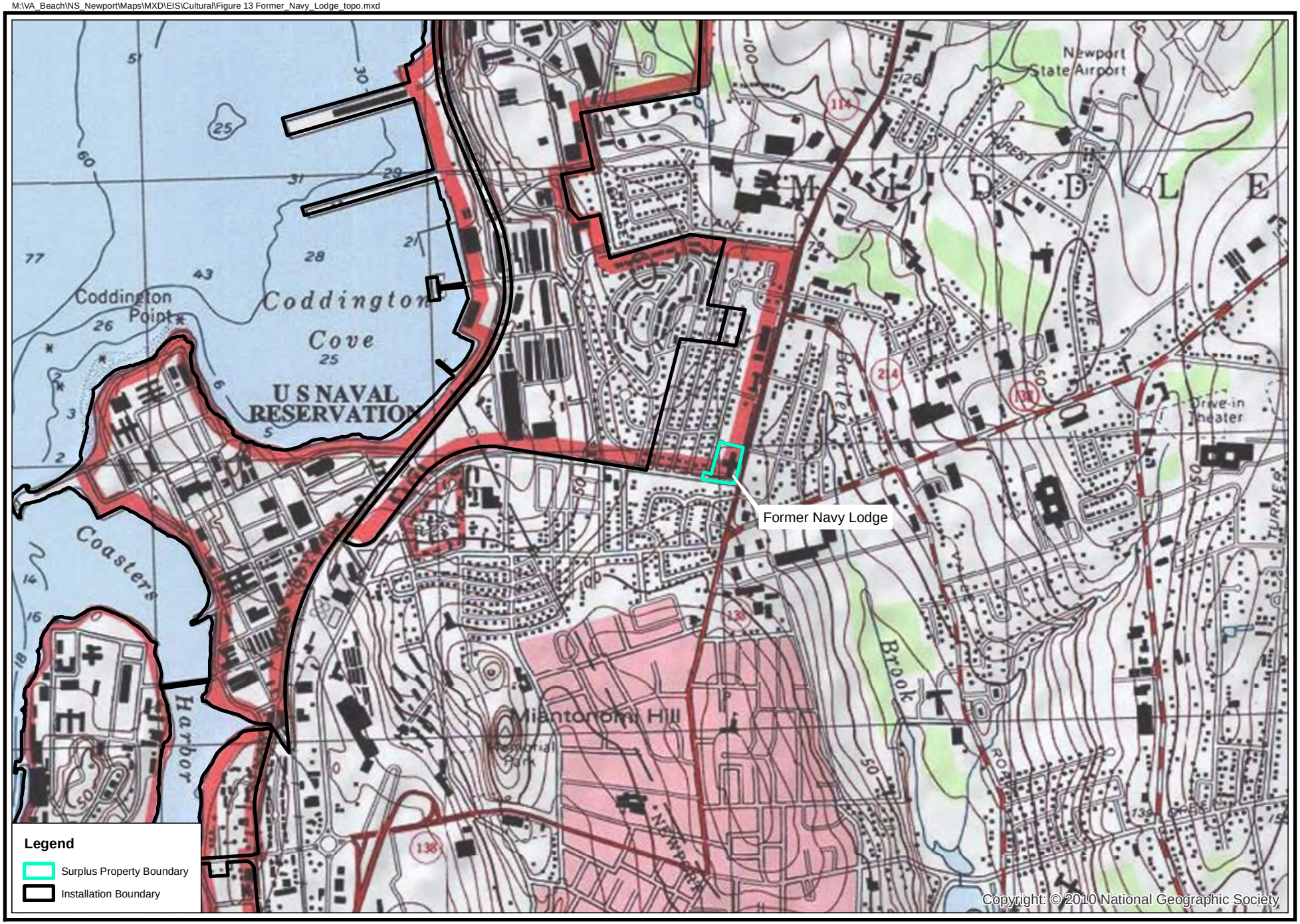
Figure 12
Alternative 2 - High Density Redevelopment of Defense Highway/Stringham Road Corridor
NAVSTA Newport, Rhode Island

M:\VA_Beach\NS_Newport\Maps\MXD\EIS\Cultural\Figure 13 Former_Navy_Lodge_topo.mxd



Note: Red boundary does not represent the installation boundary, it is strictly a feature displayed by the USGS topographic map base map.

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Figure 13
Location of Former Navy Lodge Parcel
NAVSTA Newport, Rhode Island

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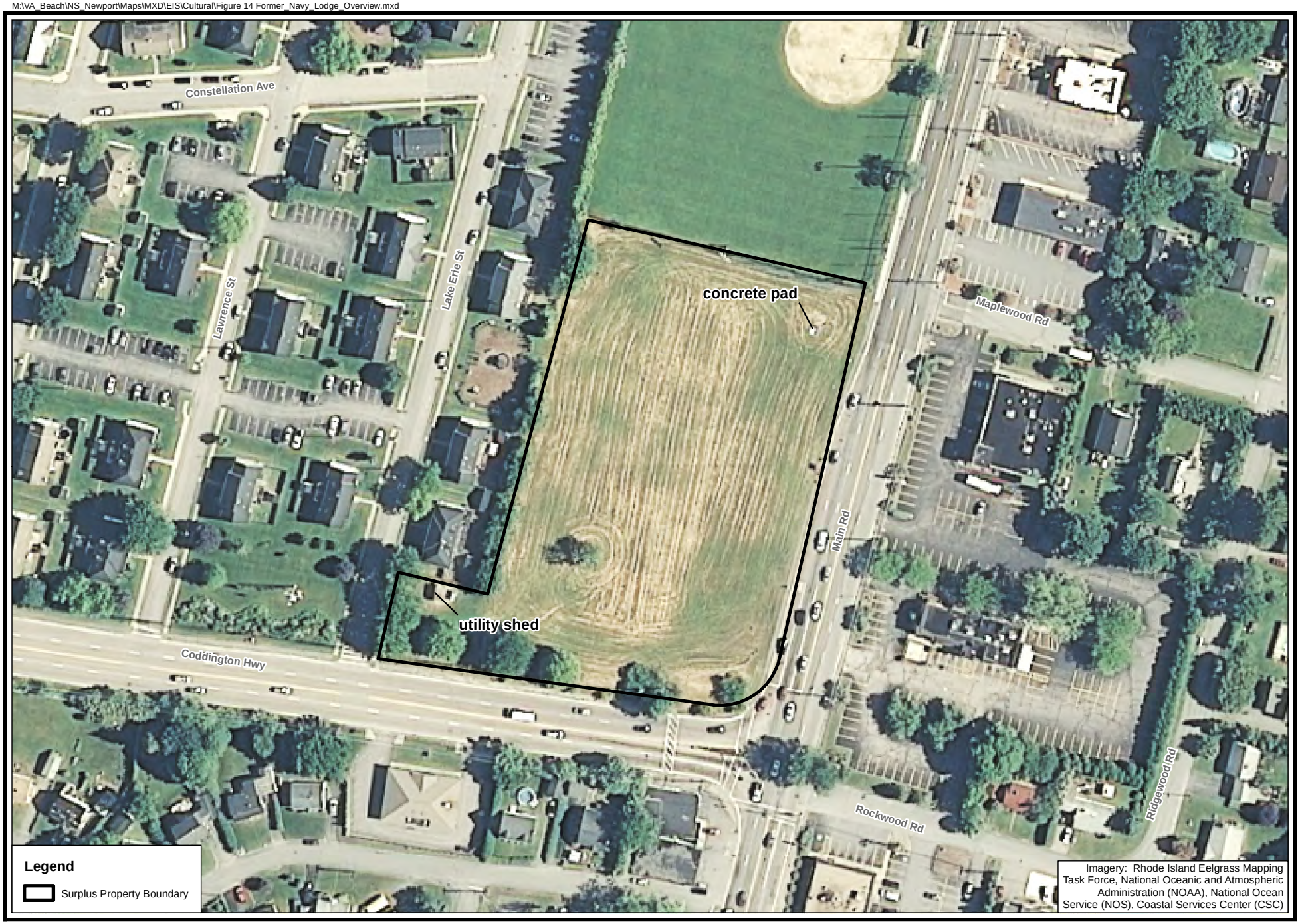

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Figure 14
Former Navy Lodge Parcel
NAVSTA Newport, Rhode Island

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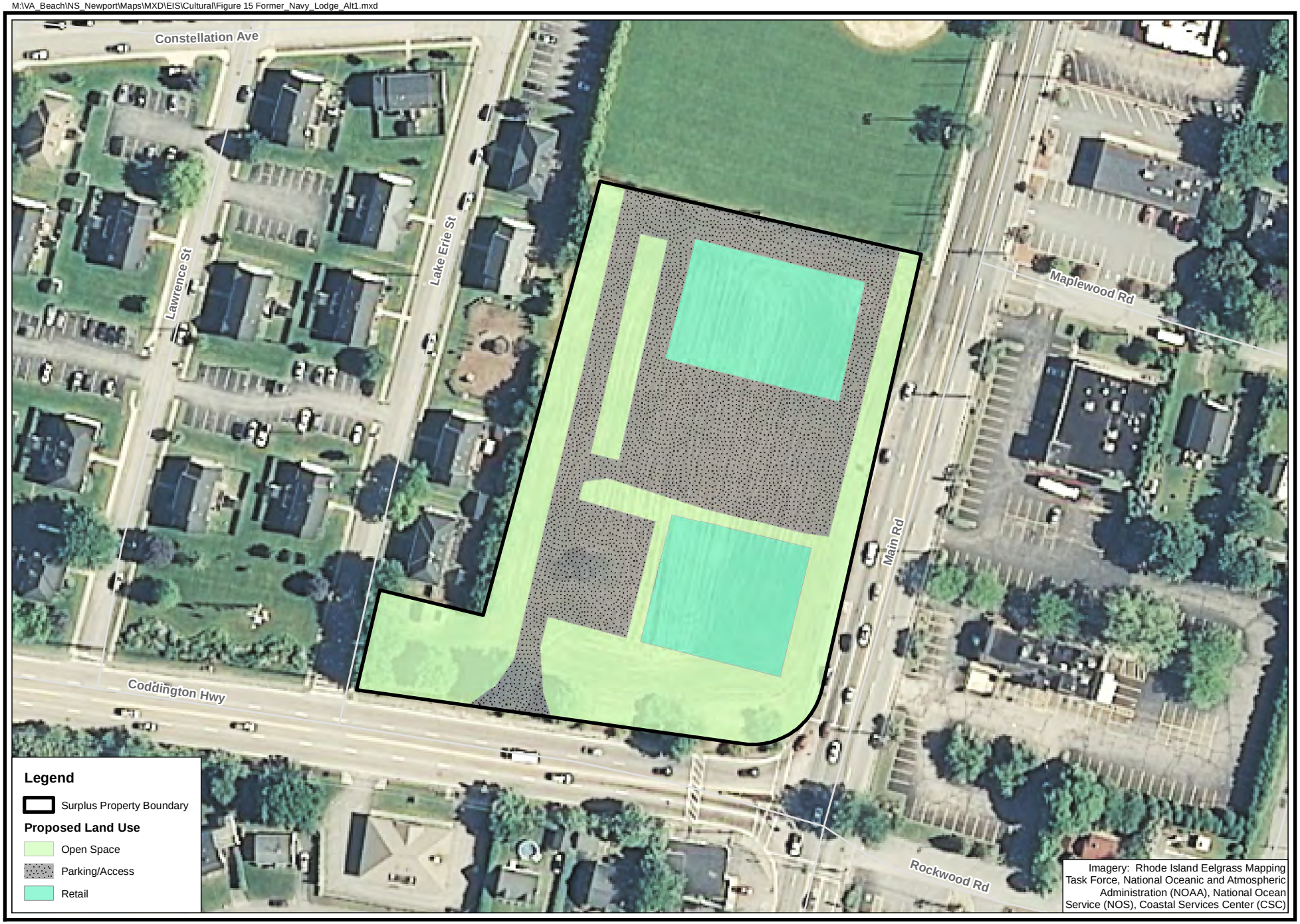

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Figure 15
Alternative 1 - Preferred Redevelopment of the Former Navy Lodge Parcel NAVSTA Newport, Rhode Island

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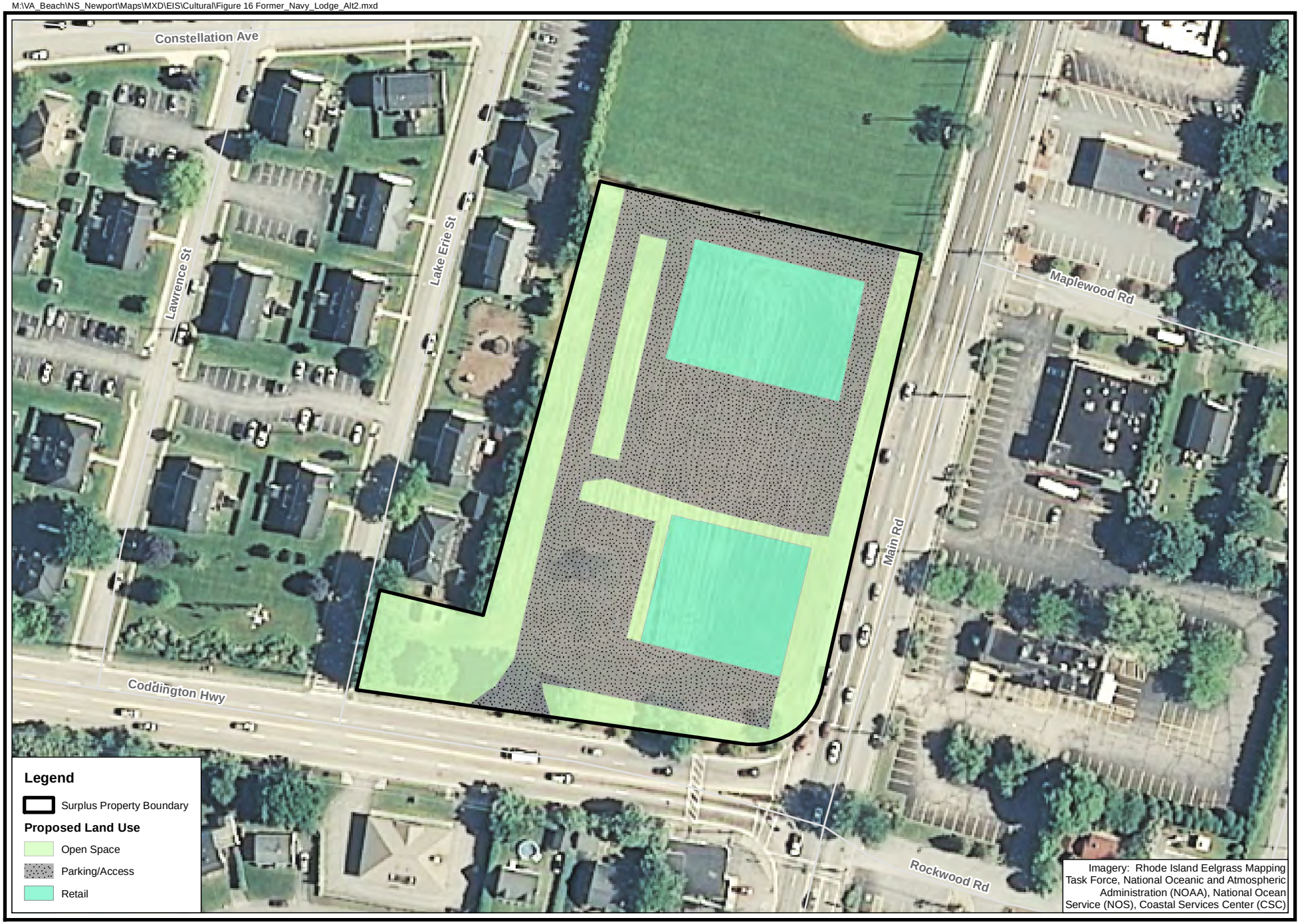

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Figure 16
Alternative 2 -High Density Redevelopment of the Former Navy Lodge Parcel NAVSTA Newport, Rhode Island

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
TEL (401) 222-2678 FAX (401) 222-2968
TTY / Relay 711 Website www.preservation.ri.gov

14 June 2013

Mr. Gregory C. Preston
Deputy Director
Department of the Navy
Base Realignment and Closure Program Management Office East
4911 South Broad Street
Philadelphia, Pennsylvania 19112-1303

Re: Surplus Property Disposal
Naval Station Newport
Portsmouth, Middletown, and Newport, Rhode Island

Dear Mr. Preston:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) has reviewed the information that you submitted to open consultation for the Navy's planned disposal of four properties at Naval Station Newport. We understand that the Naval Facilities Engineering Command Base Realignment and Closure Program Management Office East (BPMOE) will prepare an Environmental Impact Statement to evaluate the potential environmental impacts of the proposed property disposal. The four properties that the Navy has determined to be surplus are:

- the former Naval Hospital parcel in Newport;
- the former Tank Farms 1 and 2 parcel in Portsmouth;
- the Defense Highway/Stringham Road corridor in Middletown and Portsmouth; and
- the former Navy Lodge parcel in Middletown.

A cultural resources study of Naval Station Newport that was completed by Louis Berger & Associates, Inc. in 1998 identified the Newport Naval Hospital Historic District and the Melville Fuel Depot and Naval Net Depot Historic District as being potentially eligible for listing in the National Register of Historic Places. These two districts contain areas that are included within the property that the Navy has determined to be surplus at the Naval Hospital and Tank Farms 1 and 2 Parcel, respectively. The Defense Highway and Navy Lodge parcels were not evaluated for National Register eligibility in the 1988 study. We understand that the Navy is in the process of conducting cultural resources investigations on the properties that are proposed for disposal, and that this information will be forwarded to us when it is completed.

The undertaking that triggers RIHPHC review under Section 106 of the National Historic Preservation Act is the Navy's disposition of property. Your submission explains that the proposed reuse of the property is planned at this time to be carried out by the Aquidneck Island Reuse Planning Authority (AIRPA). While you have included proposed alternatives for redevelopment by the AIRPA in your submission, once the Navy has disposed of the property,

that redevelopment is outside of the Navy's control, and thus is not considered to be part of this undertaking. A standard treatment in situations like this is for the federal agency to include a historic preservation easement in any deed of transfer.

The Navy has defined the areas of potential effect (APE) for the undertaking to be the areas within the boundaries of the surplus property. The RIHPHC concurs with this APE identification.

Your letter includes a list of interested parties that the Navy intends to invite to participate in the consultation for this undertaking. Of your list, John Grosvenor can be deleted, and the Rose Island Lighthouse Foundation, Scenic Aquidneck Island, and the Aquidneck Island Land Trust should be added.

We look forward to the receipt of further information about this undertaking from the Navy and to continued consultation. These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Jeffrey Emidy, Project Review Coordinator, of this office.

Very truly yours,

Edward F. Sanderson
Executive Director
State Historic Preservation Officer

cc: Darrell E. Cook, NAVFAC Atlantic
Shannon Kam, Naval Station Newport

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/13-101
July 10, 2013

Mr. Edward F. Sanderson
State Historic Preservation Officer
Rhode Island Historical Preservation & Heritage Commission
Old State House
150 Benefit Street
Providence, Rhode Island 02903

Dear Mr. Sanderson:

Thank you for your June 14, 2013 reply to the Navy letter initiating consultation for the Base Realignment and Closure (BRAC) undertaking at Naval Station (NAVSTA) Newport. The Navy appreciates your concurrence on the area of potential effects (APE), and your guidance on potential consulting parties and the consultation process. The intent of this letter is to obtain concurrence on the National Register of Historic Places (National Register)-eligibility of cultural resources within the BRAC APE, and the effect of this project.

As previously stated, under legislation enacted in 2005, the BRAC Program Management Office East (BPMOE) will transfer portions of NAVSTA Newport to non-federal entities for redevelopment. The APE consists of the surplus property slated for transfer on Aquidneck Island, in Newport County, Rhode Island: 1) the former Naval Hospital parcel (City of Newport); 2) the Tank Farms 1 and 2 parcel (Town of Portsmouth); 3) the Defense Highway/Stringham Road Corridor (Towns of Middletown and Portsmouth); and, 4) the former Navy Lodge parcel (Town of Middletown). The BPMOE will prepare a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) to evaluate the potential environmental consequences of the disposal and reuse of the surplus property by the Aquidneck Island Reuse Planning Authority (AIRPA).

As part of the transfer process, the Navy, through contract, conducted archaeological identification surveys and National Register of Historic Places (National Register)-eligibility evaluations for the built environment, to comply with Sections 106 and 110 of the NHPA, as amended, and in support of the EIS. Naval Facilities Engineering Command

Atlantic (NAVFAC Atlantic), in conjunction with the BPMOE, coordinated the cultural resources investigations, in accordance with federal law and Navy procedures. Two enclosed comprehensive reports detail these facilities:

1) *Draft Phase I Archaeological Investigation of Five Areas for BRAC Disposal, U.S. Naval Station Newport, Newport, Rhode Island* (March 2013).

2) *Draft Architectural Survey and Evaluation Update, U.S. Naval Station Newport, Newport, Rhode Island* (March 2013).

Archaeology

Five individual parcels totaling approximately 225 acres, all of which have been extensively developed, were investigated as part of the Phase I archaeology survey. Over 170 shovel tests were excavated, and the results were as follows:

1) The **Former Naval Hospital** consists of approximately 10 terrestrial acres. Nearly all of the twenty-seven shovel tests excavated within this parcel displayed prior disturbance, and no archaeology sites were identified. The submerged portion of this parcel consisting of approximately seven acres was not investigated as part of this survey.

2) The **Former Navy Lodge** parcel located at the intersection of Route 114 and Coddington Highway consists of three vacant acres. Four shovel tests were excavated outside the footprint of the former lodge. The shovel tests indicated that the area had been significantly disturbed by prior cut and fill activities. No new archaeology sites were identified in this parcel.

3) The **Defense Highway** parcel consists of three segments of roadways and adjacent land totaling approximately 67 acres. A total of 22 shovel tests were excavated in four areas: a low flat knoll on the east side of Defense Highway at the Midway Fueling Pier (4 shovel tests); a graded slope located on the east side of Defense Highway north of the McAllister Point Landfill (14 shovel tests); a grassy flat area located

east of the Firefighter Training Facility (2 shovel tests); and an area adjacent to a small stone fence on the west side of the active rail line located approximately 600 meters north of Midway Fueling Pier (2 shovel tests). All of the areas investigated within the Defense Highway parcel showed evidence of disturbance as a result of the construction of the roadway, transmission lines, a pipeline, the railway, the demolition of shore-side structures, and other development. No archaeology sites were identified within this parcel.

4) **Tank Farm 1** consists of 50 acres, and 82 shovel tests were excavated along the northeastern, eastern, and southern portions of the parcel. The shovel tests indicated extensive disturbance, and only one isolated historic artifact, a glass stopper, was recovered. No archaeology sites were identified.

5) **Tank Farm 2** consists of 96 acres, and 40 shovel tests were excavated along the northwestern and eastern portions of the parcel. The shovel tests in Tank Farm 2 also revealed extensive disturbance, and no new sites were found.

Architecture

The architectural report included survey and evaluation at Tank Farms 1 and 2, the hospital, and the Defense Highway/Stringham Road corridor. No extant resources remain at the former Navy Lodge parcel to warrant architectural survey. The report includes the following results:

1) Melville Naval Historic District retains sufficient integrity to be eligible for the National Register under Criteria A and C. The expanded boundaries of the historic district are recommended to include **Tank Farms 1 and 2**. The recommended expanded period of significance is 1910 to 1973, to include the Fuel Depot's significant role into the Cold War period in supplying fuel to the Atlantic Fleet.

2) The **U.S. Naval Hospital Newport Historic District** boundaries should be expanded to include the Pier (Structure 71). Its period of significance is recommended 1913-1942. The district remains eligible under Criteria A and C as a

representative example of Navy hospital construction during the first half of the twentieth century.

3) The **Naval Defense Highway** is recommended as individually eligible under Criterion A for its association with the expansion of the Naval Operating Base Newport during World War II.

4) **Stringham Road, Greene Lane, and Midway Pier** are recommended as not eligible for the National Register.

The Navy is submitting the enclosed documentation pursuant to Section 106 of the NHPA, to continue consultation with your agency, to facilitate effective planning in conjunction with the NEPA process, and to plan for the disposal of the Navy-owned facilities. Based on the information enumerated above, site visits by Navy cultural resources staff, and the enclosed deliverables, the Navy has determined the following:

1) The architectural evaluations meet applicable state and National Register guidelines, and the Navy agrees with all of the National Register-eligibility recommendations.

2) The Phase I archaeology survey was conducted according to state guidelines. No archaeological sites in the terrestrial parcels proposed for BRAC disposal were discovered during the survey, and therefore the disposal action will have no effect on National Register-eligible or listed archaeological resources. The Navy agrees with these findings.

3) In accordance with 36 CFR Part 800.5(a)(2)(vii), the Navy will continue consultation to avoid the potential adverse effect of the BRAC transfer on historic properties.

In accordance with Section 106 of the NHPA and other applicable historic preservation statutes and procedures, the Navy invites you to concur with these findings by letter, with any additional comments regarding the content or format of the reports and other deliverables, within a period of time that will foster adequate planning for the pending transfers. Feel

5090
Ser BPMOE/13-101
July 10, 2013

free to contact NAVFAC Atlantic architectural historian Mr. Darrell E. Cook, at (757) 322-4282, or email: darrell.e.cook@navy.mil, or archaeologist Ms. Susan Ritter at (757) 322-4975, or email: susan.ritter@navy.mil, if you have questions about the survey materials or consultation.

Sincerely,

WILLINGTON LIN
Deputy Base Closure Manager
By direction of BRAC PMO

Enclosures: 1. March 2013 Archaeology Report
2. March 2013 Architecture Report

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET, BLDG 679
PHILADELPHIA, PA 19112

5090
Ser BPMOE/13-137
August 23, 2013

Chief Vernon Lopez
Tribal Leader
Mashpee Wampanoag
108 Meetinghouse Road
Mashpee, MA 02649

SUBJECT: INITIATION OF GOVERNMENT-TO-GOVERNMENT CONSULTATION - DISPOSAL AND REUSE OF SURPLUS PROPERTY AT NAVAL STATION NEWPORT, RHODE ISLAND

The purpose of this letter is to initiate formal government-to-government consultation with the Narragansett Indian tribe regarding the above referenced project. The Department of the Navy (DON) recognizes the Narragansett Indian tribe may have an interest in the properties affected by the proposed action and thus would like to open discussions.

The surplus property to be disposed at the Naval Station includes the former Navy Lodge site (3 acres); the former Naval Hospital (7 acres); Tank Farms 1 and 2 (145 acres); and the Midway-Green Lane Parcel/Stringham Road/Portion of Defense Highway (67 acres). The environmental impacts of the disposal of and reuse of the property are being evaluated on the basis of the Aquidneck Island Reuse Implementing Authority which includes a mix of land uses and densities at each site.

We are interested in your views regarding the potential effects of the proposed property disposal and reuse on Tribal resources and interests.

I would like to invite you to meet with me and other Navy representatives to hear your views, further discuss your concerns, provide additional information regarding the proposed action, and establish the framework for ongoing communications for this project. To arrange such a meeting in the local Newport, RI area at a mutually convenient time, please contact my office at (215) 897-4909.

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Ser BPMOE/13-137
August 23, 2013

If you have any questions or would like to discuss the project, please do not hesitate to contact me at the phone number above.

Sincerely,

GREGORY C. PRESTON
Director

Copy to:
CO NAVSTA Newport

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET, BLDG 679
PHILADELPHIA, PA 19112

5090
Ser BPMOE/13-140
August 23, 2013

Mr. John Brown
Tribal Historic Preservation Officer
Narragansett Indian Tribal Historic Preservation Office
215 Fenner Hill Road
Hope Valley RI 02832

SUBJECT: DISPOSAL AND REUSE OF SURPLUS PROPERTY AT NAVAL STATION (NAVSTA) NEWPORT, RHODE ISLAND

Thank you for the July 1, 2013 letter sent on your behalf by Ms. Little Fawn Boland of CEIBA Legal, LLP. The Department of the Navy (DON) recognizes the Narragansett Indian Tribe's interest in the properties affected by this federal undertaking and has separately sent a formal invitation to Matthew Thomas, Chief Sachem to initiate government-to-government consultations. Below we respectfully offer a summary of the Navy's efforts to share information with your Tribe on this project thus far. We look forward to continuing consultation with the Narragansett.

Communication with the Narragansett for this project has been conducted primarily in the context of compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA). The Base Realignment and Closure (BRAC) Program Management Office (PMO) provided notification to the Narragansett as well as the public and other stakeholders of the proposed project and of our intent to prepare the appropriate NEPA documentation in a November 7, 2012 NEPA notice of intent (NOI), enclosures attached. This NOI was intended to invite input from the Narragansett during the NEPA scoping process. In our efforts to identify cultural resources that might be affected by this project, we have additionally solicited your input in connection with the National Historic Preservation Act (NHPA).

With respect to your question about outreach conducted by the Aquidneck Island Reuse Implementing Authority, the point of contact who can speak directly to the efforts to engage stakeholders during the surplus property redevelopment planning process is Mr. Shawn Brown of the Aquidneck Island Re-use

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Ser BPMOE/13-140
August 23, 2013

Implementing Authority (AIRIA). He can be reached at (401) 849-2898 or sbrown@middletownri.com.

Again, BRAC PMO is interested in your views regarding the potential effects of the proposed property disposal and reuse on Tribal resources and interests. We hope our invitation to initiate government-to-government consultation that is the subject of the separate letter to Chief Thomas will enhance your ability to provide input on the aforementioned NEPA and NHPA processes as they continue. If you have any questions or would like to discuss the proposed action, please do not hesitate to contact Mr. Willie Lin of this office at (215) 897-4904.

Sincerely,

Gregory C. Preston

GREGORY C. PRESTON
Director

Enclosures: 1. List of documents and correspondence
2. CD with copies of listed documents and correspondence with the NIT

Copy to: (w/o encls)
M. Thomas, Chief Sachem
Ms. Boland (CEIBA Legal, LLP)
S. Brown (AIRIA)

List of Documents and Correspondence

1. Navy Notice of Availability dated 23 Dec 08, issued 5 Jan 09.

2. BIA letter expressing initial interest, (their NOI) dated 12 Jan 09.

3. Navy response dated 19 Feb 09, gave 30 days to comply with CFR.

4. NIT letter to BIA dated 16 Mar 09 request for Navy property.

5. BIA letter dated 30 Mar 09 requesting 60 days.

6. Navy letter of 8 Apr 09 giving BIA 60 days (until 5 Jun).

7. Apr 2009 e-mail correspondence btwn BPMONE and BIA.

8. BIA letter of 3 Jun 09 requesting time for the Wampanoag Tribe.

9. BIA submission of GSA Form-1334 (Request for Transfer of Excess Real and Related Personal Property) with attachment on behalf of Narragansett Tribe.

10. Navy response of 12 Jun 09 to BIA.

11. BIA request dated 10 Jul 09 for another 30 days.

12. Navy response dated 21 Jul 09 giving BIA until 10 Aug 09.

13. BIA request dated 13 Aug 09 requesting extension pending ECP.

14. Navy letter dated 21 Aug 09 agreeing to 30-day extension after ECP.

15. Navy letter dated 3 Nov 09 forwarding ECP, with deadline of 4 Dec 09 for BIA to submit completed application.

16. BIA letter of 4 Dec 09 withdrawing its interest in property.

17. Navy letter dated 28 Jan 10 to Tribal Administrator acknowledging BIA withdrawal and advising that Navy is proceeding with property disposal.

18. BIA letter to OSD dated 2 Feb 10 (faxed 17 Feb 10) rescinding withdrawal letter.

19. ASN response to BIA dated 5 Apr 10.

20. Navy EIS NOI notification dated 5 Nov 12.

21. Certified Mail receipt 7 Nov 12 signed by Steven Smith.

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET, BLDG 679
PHILADELPHIA, PA 19112

5090
Ser BPMOE/13-139
August 23, 2013

Cheryl Andrews-Maltais
Chairwoman
Wampanoag Tribe of Gay Head (Aquinnah of Massachusetts)
20 Black Brook Road
Aquinnah, MA 02535-1546

SUBJECT: INITIATION OF GOVERNMENT-TO-GOVERNMENT CONSULTATION - DISPOSAL AND REUSE OF SURPLUS PROPERTY AT NAVAL STATION NEWPORT, RHODE ISLAND

The purpose of this letter is to initiate formal government-to-government consultation with the Narragansett Indian tribe regarding the above referenced project. The Department of the Navy (DON) recognizes the Narragansett Indian tribe may have an interest in the properties affected by the proposed action and thus would like to open discussions.

The surplus property to be disposed at the Naval Station includes the former Navy Lodge site (3 acres); the former Naval Hospital (7 acres); Tank Farms 1 and 2 (145 acres); and the Midway-Green Lane Parcel/Stringham Road/Portion of Defense Highway (67 acres). The environmental impacts of the disposal of and reuse of the property are being evaluated on the basis of the Aquidneck Island Reuse Implementing Authority which includes a mix of land uses and densities at each site.

We are interested in your views regarding the potential effects of the proposed property disposal and reuse on Tribal resources and interests.

I would like to invite you to meet with me and other Navy representatives to hear your views, further discuss your concerns, provide additional information regarding the proposed action, and establish the framework for ongoing communications for this project. To arrange such a meeting in the local Newport, RI area at a mutually convenient time, please contact my office at (215) 897-4909.

5090
Ser BPMOE/13-139
August 23, 2013

If you have any questions or would like to discuss the project, please do not hesitate to contact me at the phone number above.

Sincerely,

GREGORY C. PRESTON
Director

Copy to:
CO NAVSTA Newport

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET, BLDG 679
PHILADELPHIA, PA 19112

5090
Ser BPMOE/13-138
August 23, 2013

Matthew Thomas
Chief Sachem
Narragansett Indian tribe
Post Office Box 268
Charlestown, RI 02813

SUBJECT: INITIATION OF GOVERNMENT-TO-GOVERNMENT CONSULTATION - DISPOSAL AND REUSE OF SURPLUS PROPERTY AT NAVAL STATION NEWPORT, RHODE ISLAND

The purpose of this letter is to initiate formal government-to-government consultation with the Narragansett Indian tribe regarding the above referenced project. The Department of the Navy (DON) recognizes the Narragansett Indian tribe may have an interest in the properties affected by the proposed action and thus would like to open discussions.

The surplus property to be disposed at the Naval Station includes the former Navy Lodge site (3 acres); the former Naval Hospital (7 acres); Tank Farms 1 and 2 (145 acres); and the Midway-Green Lane Parcel/Stringham Road/Portion of Defense Highway (67 acres). The environmental impacts of the disposal of and reuse of the property are being evaluated on the basis of the Aquidneck Island Reuse Implementing Authority which includes a mix of land uses and densities at each site.

We are interested in your views regarding the potential effects of the proposed property disposal and reuse on Tribal resources and interests.

I would like to invite you to meet with me and other Navy representatives to hear your views, further discuss your concerns, provide additional information regarding the proposed action, and establish the framework for ongoing communications for this project. To arrange such a meeting in the local Newport, RI area at a mutually convenient time, please contact my office at (215) 897-4909.

5090
Ser BPMOE/13-138
August 23, 2013

If you have any questions or would like to discuss the project, please do not hesitate to contact me at the phone number above.

Sincerely,

GREGORY C. PRESTON
Director

Copy to:
CO NAVSTA Newport

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
TEL (401) 222-2678 FAX (401) 222-2968
TTY / Relay 711 Website www.preservation.ri.gov

27 September 2013

Mr. Willington Lin
Deputy Base Closure Manager
Department of the Navy
Base Realignment and Closure
Program Management Office East
4911 South Broad Street
Philadelphia, Pennsylvania 19112-1303

Re: Base Realignment and Closure Undertaking
United States Naval Station Newport
Newport, Rhode Island

Dear Mr. Lin:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has reviewed the information that you submitted for the Base Realignment and Closure (BRAC) undertaking at Naval Station Newport about which the RIHPHC and Navy began consultation earlier this year. The Navy has, through contract, conducted archaeological identification surveys and National Register of Historic Places (NR) eligibility evaluations for the built environment at the four properties that it has determined to be surplus.

The Phase I archaeology survey included five parcels totaling approximately 225 acres. These included the former Naval Hospital, the former Navy Lodge, the Defense Highway area, Tank Farm 1, and Tank Farm 2. At each of the sites, prior disturbance (often excessive) was recorded. No archaeological sites were located at any of the five locations. The Navy has concluded that the disposal action will have no effect on NR-listed or -eligible archaeological resources.

Based on the information contained in the report by the Louis Berger Group, Inc. (LBG), the RIHPHC concurs with the Navy's opinion that there are no archaeological sites in the terrestrial parcels proposed for BRAC disposal that are eligible for listing on the NR. No further archaeological survey is needed for these areas. The off-shore land off of the Naval Hospital property, not surveyed as part of this study, will need to be surveyed to determine if currently unknown significant sites are present. Additionally, an evaluation of preservation or mitigation options for the known shipwreck site (RI 2125), possibly a Revolutionary War era transport vessel, must be conducted before these off-shore lands are disposed of by the Navy.

Staff of the RIHPHC have reviewed the Draft Architectural Survey and Evaluation Update that was prepared by the LBG on behalf of the Naval Facilities Engineering Command–Atlantic. Of the four properties that the Navy has determined to be surplus, the former Naval Hospital in Newport, the former Tank Farms 1 and 2 in Portsmouth, and the Defense Highway/Stringham Road corridor in Middletown and Portsmouth are studied in the report. The former Navy Lodge parcel in Middletown was not studied because no architectural resources remain at the site.

The LBG report concludes, and the Navy concurs, that the Melville Naval Historic District is eligible for listing in the NR, that the boundaries of the district should include Tank Farms 1 and 2, and that the period of significance should run from 1910 to 1973. The RIHPHC concurs with these conclusions. Additionally, we have concluded that the Net Storehouse (Building S-42) and the Net Assembly Slab should be considered contributing resources in the District. Please see our attached memo on the report for specific comments, including changes to the status of some resources within the district.

The LBG report concludes, and the Navy concurs, that the U.S. Naval Hospital Newport Historic District is eligible for listing in the NR, that the boundaries of the district should include the Pier (Structure 71), and that the period of significance should run from 1913 to 1942. Based on the report, the RIHPHC believes that the District is potentially eligible for listing in the NR. We will need to visit the site to further assess the integrity of the buildings to reach a conclusion. We concur with the inclusion of the Pier and setting the period of significance as 1913 to 1942. Additionally, we have concluded that the Corpsmen's Barracks Building (Building 43) should be considered a contributing resource in the District. Please see our attached memo on the report for specific comments, including changes to the status of some resources within the district and to the recommended boundary.

The LBG report concludes, and the Navy concurs, that the Naval Defense Highway is eligible for listing in the NR. The RIHPHC does not agree with this assessment. The Highway is a feature of a unified Naval Station Newport Historic District that once spanned from the Naval Hospital to Melville, and which no longer exists. The highway does not possess the requisite individual significance to make it eligible in its own right.

The LBG report concludes, and the Navy concurs, that Stringham Road, Greene Lane, and the Midway Pier are not eligible for listing in the NR. The RIHPHC concurs with these conclusions.

We look forward to continued consultation with the Navy on this important undertaking. These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Jeffrey Emidy, Project Review Coordinator for this office.

Yours very truly,

Edward F. Sanderson
Executive Director
State Historic Preservation Officer

Enclosure

c: Darrell E. Cook, Architectural Historian, NAVFAC Atlantic, by email
Susan Ritter, NAVFAC Atlantic, by email
John Riendeau, Director, Business Sector Defense/Mfg., R.I. Economic Development Corp.

130927.02jde

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House 150 Benefit Street Providence, R.I. 02903

Telephone: 401-222-2678 **Fax: 401-222-2968**
TTY: 401-222-3700 **www.preservation.ri.gov**

To: Willington Lin, Deputy Base Closure Manager
Department of the Navy
Base Realignment and Closure Program Management Office East

From: Jeffrey D. Emidy

cc:

Date: 27 September 2013

Re: Draft Architectural Survey and Evaluation Update
Base Realignment and Closure Undertaking
United States Naval Station Newport
Newport, Rhode Island

Staff of the RIHPHC have reviewed the Draft Architectural Survey and Evaluation Update that was prepared by the LBG on behalf of the Naval Facilities Engineering Command–Atlantic. We have the following comments on the report:

- Page 8, paragraph 5: extra space before the last sentence (or missing new paragraph start)
- Page 15, paragraph 4, sentence 4: fix "Separations between and the concrete steel rods"
- Page 21, paragraph 1, last sentence: change "with in" to "within"
- Page 44, paragraph 3: sentence 2 is a duplication of the last sentence on page 42
- Page 52, Foam Pumphouse: our contact at Naval Station Newport, Shannon Kam, has assured us in the course of past consultation that the Foam Pumphouse is Building 58, not 56. Please verify this and correct as necessary throughout the report if appropriate.
- Page 52, Foam Pumphouse: please make a note that this building is scheduled to be demolished. Try to get an estimated date from the Navy.
- Page 52, Net and Fuel Depot Shops Building: please make a note that this building is scheduled to be demolished. Try to get an estimated date from the Navy.
- Page 55, paragraph 1, sentence 1: include the name of the district
- Page 55, paragraph 1, line 2: change "New Depot" to "Net Depot"
- Page 55, line 4: delete "the" before "Tank Farm 1"
- Page 56, paragraph 6, last line: should read as "Some of the buildings have been"
- Page 57, paragraph 5: based on the information in the report, our assessment of the Net Storehouse (Building S-42) is that it should be considered contributing to

the district. Please make all necessary changes to the report to reflect the building's contributing status.

- Page 57, paragraph 5: based on the information in the report, our assessment of the Net Assembly Slab is that it should be considered contributing to the district. Please make all necessary changes to the report to reflect the structure's contributing status, including adding it in the inventory and in Table 4.1.
- With the inclusion of the Net Storehouse (Building S-42) and the Net Assembly Slab, the Net Depot should be a part of the Melville Naval Historic District.
- Page 60, Table 4.1: include the Net Storehouse (Building S-42) and the Net Assembly Slab as contributing resources. Tank 25 is not listed – is it not in the district, or is it non-contributing because it is partially collapsed?
- Page 65, paragraph 5, line 5: 3rd Street is to the east, not south
- Page 66, paragraph 4, line 1: insert "complete" between "does not retain" and "integrity"
- Page 67, paragraph 5: based on the information in the report, our assessment of the Corpsmen's Barracks Building (Building 43) is that it should be considered contributing to the district. Please make all necessary changes to the report to reflect the structure's contributing status, including adding it in the inventory and in Table 4.2, and in the National Register Amendment form in the appendix.
- Page 68, Table 4.2: Building 1189 is not listed, but it appears to be in the district.
- Page 70, paragraph 1, line 1: the inventory form for the Naval Defense Highway says it is 5 miles long. The correct distance should be accurate to one tenth of a mile. Please correct both occurrences.
- Page 70, paragraph 4: We do not believe that the Naval Defense Highway is eligible for listing in the National Register of Historic Places. The Highway is a feature of a unified Naval Station Newport Historic District that once spanned from the Naval Hospital to Melville, and which no longer exists. The highway does not possess the requisite individual significance to make it eligible in its own right.
- Page 101, paragraph 1, line 7: the period of significance is identified as ending in 1942 on page 68. 1942 seems to be the appropriate end date.
- Page 107 continuation of reference from page 106, and page 110, last two references: remove colored text and underline in hyperlinks
- Appendix B, title page: insert "Commission" between "Heritage" and "Forms"
- Appendix B, Melville Naval Historic District (Amendment) form: the Assembly Slab should be included in the inventory as a contributing resource, and the status of the Net Storehouse should be changed to contributing
- Appendix B, Melville Naval Historic District (Amendment) form, Section 7 page 9: the names for Structure 1179 in the inventory and the list do not match
- Appendix B, Melville Naval Historic District (Amendment) form, Section 7, page 9: please indicate in what order the resources are listed. If it is supposed to be chronological, there are errors, as it does not match the chronological inventory.
- Appendix B, Melville Naval Historic District (Amendment) form, Section 7, page 9: the Gasoline Pumphouse (Building A-114) and Infirmary (Building 67) are both listed as contributing resources in the inventory.

- Appendix B, Melville Naval Historic District (Amendment) form, Section 7, page 9: Tank 25 is not listed – is it not in the district, or is it non-contributing because it is partially collapsed?
- Appendix B, Melville Naval Historic District (Amendment) form, Section 8, page 17, paragraph 2, line 3: "building" should be "built"
- Appendix B, Melville Naval Historic District (Amendment) form, Section 8, page 17, paragraph 3, line 1: change "A number of" to "three"
- Appendix B, U.S. Naval Hospital Newport Historic District (amendment) form, Section 7, item 1: the name of the district in Item 1 is missing the word "Newport"
- Appendix B, U.S. Naval Hospital Newport Historic District (amendment) form, Section 7, page 2, Narrative Description section: please include information on the role of the pier in the layout of the complex.
- Appendix B, U.S. Naval Hospital Newport Historic District (amendment) form, Section 7, page 6: the Pier is a structure, not a building
- Appendix B, U.S. Naval Hospital Newport Historic District (amendment) form, Section 7, page 6: the names of buildings 63, A60, and 993 don't match between the inventory and the list of resources
- Appendix B, U.S. Naval Hospital Newport Historic District (amendment) form, Section 7, pages 6 and 7: the lists should be titled "Contributing Resources" and "Non-Contributing Resources" as they are not all buildings
- Appendix B, U.S. Naval Hospital Newport Historic District (amendment) form, Section 7, page 7: the Water Treatment Facility (Building 1189) is in the inventory as a non-contributing building, but not on the list
- Appendix B, U.S. Naval Hospital Newport Historic District (amendment) form, Section 7, page 7: "Substation" is one word

If you have any questions on the above comments, please contact Jeffrey Emidy, RIHPHC Project Review Coordinator, by email at jeffrey.emidy@preservation.ri.gov or by telephone at 401-222-4134.

100313

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
150 Benefit Street
Providence, Rhode Island 02903-1209

Brac

MR. WILLINGTON LIN
DEPUTY BASE CLOSURE MGR.
U.S. NAVY/ PROGRAM MGR. OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

19112$1303

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-065
January 27, 2014

Mr. John Brown
Tribal Preservation Officer
Narragansett Indian Tribe
Post Office Box 700
Wyoming, RI 02898

Dear Mr. Brown:

The purpose of this letter is to formally notify the Narragansett Indian Tribe of Rhode Island (NIT) that the Navy is initiating Section 106 consultation regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. Formal government-to-government consultation with the NIT began in August 2013 and the NIT made the Navy aware of its interest in this project through past meetings and correspondence. At this time, the Navy is initiating consultation with other potential consulting parties, and will continue to consult with the NIT, as the process moves forward. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA, and compliance with Executive Orders No. 13007, 13084 and 13287. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes that the NIT has expressed interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

5090
Ser BPMOE/14-065
January 27, 2014

The Navy is requesting your input to assist in the identification of any cultural resources, traditional religious properties, sacred sites, or historic properties within or in the vicinity of the proposed undertaking that are of particular significance to the NIT, which may be affected by this undertaking. We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation with the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Narragansett Indian Tribe. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-066
January 27, 2014

Ms. Ramona Peters, Director
Historic Preservation & NAGPRA Department
Mashpee Wampanoag Tribe, Massachusetts
766 Falmouth Road
Madaket Place Unit A3
Mashpee, MA 02649

Dear Ms. Peters:

The purpose of this letter is to initiate Section 106 consultation with the Mashpee Wampanoag Tribe, Massachusetts regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA, and compliance with Executive Orders No. 13007, 13084 and 13287. Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Mashpee Wampanoag Tribe, Massachusetts may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

The Navy is requesting your input to assist in the identification of any cultural resources, traditional religious properties, sacred sites, or historic properties within or in the vicinity of the proposed undertaking that are of particular

significance to the Mashpee Wampanoag Tribe, Massachusetts, which may be affected by this undertaking. We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation with the Narragansett Indian Tribe of Rhode Island; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation.

We appreciate your assistance in this matter, and thank you in advance for any information you can provide concerning the identification of resources of interest to the Mashpee Wampanoag Tribe, Massachusetts that may be affected by the proposed undertaking. Also, please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Mashpee Wampanoag Tribe, Massachusetts. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-067
January 27, 2014

Ms. Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head
(Aquinnah) of Massachusetts
20 Black Brook Road
Aquinnah, MA 02535-1546

Dear Ms. Washington:

The purpose of this letter is to initiate Section 106 consultation with the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA, and compliance with Executive Orders No. 13007, 13084 and 13287. Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

The Navy is requesting your input to assist in the identification of any cultural resources, traditional religious properties, sacred sites, or historic properties within or in the vicinity of the proposed undertaking that are of particular

significance to the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts, which may be affected by this undertaking. We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation with the Narragansett Indian Tribe of Rhode Island; the Mashpee Wampanoag Tribe, Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation.

We appreciate your assistance in this matter, and thank you in advance for any information you can provide concerning the identification of resources of interest to the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts that may be affected by the proposed undertaking. Also, please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-054
January 28, 2014

Mr. John C. Klimm
Town Administrator
Town of Portsmouth
2200 East Main Road
Portsmouth, RI 02871

Dear Mr. Klimm:

The purpose of this letter is to initiate Section 106 consultation with the Town of Portsmouth regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Town of Portsmouth may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Town of Portsmouth. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
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DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-055
January 28, 2014

Mr. Shawn J. Brown
Town Administrator
Town of Middletown
350 East Main Road
Middletown, RI 02842

Dear Mr. Brown:

The purpose of this letter is to initiate Section 106 consultation with the Town of Middletown regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Town of Middletown may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Town of Middletown. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
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PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-056
January 28, 2014

Ms. Jane Howington
City Manager
City of Newport
Newport City Hall
43 Broadway
Newport, RI 02840

Dear Ms. Howington:

The purpose of this letter is to initiate Section 106 consultation with the City of Newport regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the City of Newport may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the City of Newport. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-057
January 28, 2014

Mr. William Hanley, Building Inspector
Zoning and Inspections Department
Newport Historic District Commission
City of Newport
Newport City Hall
43 Broadway
Newport, RI 02840

Dear Mr. Hanley:

The purpose of this letter is to initiate Section 106 consultation with the Newport Historic District Commission regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Newport Historic District Commission may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

5090
Ser BPMOE/14-057
January 28, 2014

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Newport Historic District Commission. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

Gregory C. Preston

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-058
January 28, 2014

Ms. Trudy Cox
Chief Executive Officer
The Preservation Society of Newport County
424 Bellevue Avenue
Newport, RI 02840

Dear Ms. Cox:

The purpose of this letter is to initiate Section 106 consultation with The Preservation Society of Newport County regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes The Preservation Society of Newport County may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with The Preservation Society of Newport County. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-059
January 28, 2014

Mr. Grover Fugate
Executive Director
Coastal Resource Management Council
Stedman Government Center, Suite 3
4808 Tower Hill Road
Wakefield, RI 02879-1900

Dear Mr. Fugate:

The purpose of this letter is to initiate Section 106 consultation with the Coastal Resource Management Council regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Coastal Resource Management Council may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Coastal Resource Management Council. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-060
January 28, 2014

Ms. Beth Cullen, President
The Point Association of Newport, Rhode Island
P.O. Box 491
Newport, RI 02840

Dear Ms. Cullen:

The purpose of this letter is to initiate Section 106 consultation with The Point Association of Newport, Rhode Island regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes The Point Association of Newport, Rhode Island may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with The Point Association of Newport, Rhode Island. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-061
January 28, 2014

Mr. Pieter Roos
Executive Director
Newport Restoration Foundation
51 Touro Street
Newport, RI 02840

Dear Mr. Roos:

The purpose of this letter is to initiate Section 106 consultation with the Newport Restoration Foundation regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Newport Restoration Foundation may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Newport Restoration Foundation. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-062
January 28, 2014

Ms. Valerie Talmage
Executive Director
Preserve Rhode Island
957 North Main Street
Providence, RI 02904

Dear Ms. Talmage:

The purpose of this letter is to initiate Section 106 consultation with the Preserve Rhode Island regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Preserve Rhode Island may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation

with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Preserve Rhode Island. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-063
January 28, 2014

Mr. David McCurdy
Executive Director
Rose Island Lighthouse Foundation
P.O. Box 1419
Newport, RI 02840

Dear Mr. McCurdy:

The purpose of this letter is to initiate Section 106 consultation with the Rose Island Lighthouse Foundation regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Rose Island Lighthouse Foundation may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

We have initiated consultation with the Rhode Island SHPO and are in the process of initiating consultation with the

5090
Ser BPMOE/14-063
January 28, 2014

Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Rose Island Lighthouse Foundation. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-064
January 28, 2014

Mr. Charles Allott
Executive Director
Aquidneck Land Trust
790 Aquidneck Avenue
Middletown, RI 02842

Dear Mr. Allott:

The purpose of this letter is to initiate Section 106 consultation with the Aquidneck Land Trust regarding the proposed disposal of surplus property at Naval Station Newport, Rhode Island. This undertaking and its effects are being considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and implementing regulations at 36 CFR Part 800, and as part of compliance with Section 106 of the NHPA. The Navy has declared certain property as surplus at Naval Station (NAVSTA) Newport, Rhode Island and recognizes the Aquidneck Land Trust may have an interest in the properties affected by the proposed undertaking.

The proposed undertaking consists of the disposal (transfer out of federal ownership) of surplus property at NAVSTA Newport. As shown in enclosure 1, the surplus property is located entirely on Aquidneck Island, in Newport County, Rhode Island: the former Naval Hospital parcel is located in the City of Newport; the Tank Farms 1 and 2 parcel is located in the Town of Portsmouth; the Defense Highway/Stringham Road Corridor is located in the Towns of Middletown and Portsmouth; and the former Navy Lodge parcel is located in the Town of Middletown. In accordance with 36 CFR 800.4, Navy has determined, in consultation with the Rhode Island State Historic Preservation Officer (SHPO), that the area of potential effects (APE) for the proposed undertaking will consist of the areas within the boundaries of the surplus property.

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with the Narragansett Indian Tribe; the Mashpee Wampanoag Tribe, Massachusetts; the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts; and other potentially interested parties, including representatives of local governments; and groups with an interest in historic preservation. Please indicate to this office whether you wish to participate in Section 106 consultation for the proposed undertaking.

If you have any questions concerning this request, please do not hesitate to contact Mr. Tom Stephan at (215)897-4916. We look forward to successful consultation and coordination with the Aquidneck Land Trust. In order to support our project timeline, the Navy would appreciate receiving your input within 30 calendar days of your receipt of this letter.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure:
Figure Showing Location of Proposed Undertaking at NAVSTA Newport

Copy to:
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. McDonald)
NAVSTA Newport (C. Mueller)
DLA (S. Deatherage)

TOWN OF MIDDLETOWN

Town Hall 350 East Main Road • Middletown, RI 02842

OFFICE OF THE TOWN ADMINISTRATOR

Office (401) 849-2898 • Fax (401) 845-0400

Website: www.middletownri.com

February 24, 2014

Gregory C. Preston
Director
BRAC Program Management Office East
4911 S. Broad Street
Building 679
Philadelphia, PA 19112

Re: Section 106 Consultation, Naval Station Newport, RI

Dear Mr. Preston,

In response to your letter dated January 28, 2014, the Town of Middletown RI does wish to participate in the Section 106 consultation process related to the proposed disposal of surplus property at the Naval Station Newport, RI. Please let us know at your earliest convenience how you intend to proceed with the consultation process.

Thank you for extending this invitation to the Town of Middletown.

With best regards, I remain,
Respectfully yours,

Shawn J. Brown, CPA
Town Administrator

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-3767

February 10, 2014

Department of the Navy
Base Realignment and Closure
Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112-1303
Attn: Gregory C. Preston, Director

Re: U.S. Navy's Section 106 (NHPA) consultation for disposal and reuse of surplus property at Naval Station Newport, Rhode Island
Reference CRMC File 2013-01-074

Dear Mr. Preston:

Thank you for your letter dated January 28, 2014 inviting the Rhode Island Coastal Resources Management Council (CRMC) to participate in the Section 106 consultation process with the Rhode Island State Historic preservation Officer (SHPO) and the Narragansett Indian Tribe and other interested parties. At this time we do not see the necessity to participate directly in the consultation process given the CRMC's federal consistency provisions and will await the determination of the SHPO and any potential resulting conditions.

We look forward to further coordination with your office for federal consistency review of the proposed disposal of surplus property at Naval Station Newport upon completion of the final EIS pursuant to the federal Coastal Zone Management Act (CZMA) at 16 USC §§ 1451-1464 and the CZMA's implementing regulations at 15 CFR § 930 Subpart C.

Thank you again for the opportunity to participate in the Section106 process and provide comments. Please contact my office at 401-783-3370 should you require any further information.

Sincerely,

Grover J. Fugate, Executive Director
Coastal Resources Management Council

/lat
cc: Jeffrey Willis, CRMC Deputy Director
James Boyd, CRMC Coastal Policy Analyst
Brian Goldman, CRMC legal counsel
File 2012-06-074

THE CITY OF NEWPORT, RHODE ISLAND – AMERICA'S FIRST RESORT
Department of Planning, Zoning, Development & Inspections

February 21, 2014

Gregory C. Preston, Director
Department of the Navy
Base Realignment and Closure
Program Management Office East
4911 South Broad Street
Philadelphia, PA 19112-1303

RE: Proposed Disposal of Surplus Property at Naval Station Newport, Rhode Island

Dear Mr. Preston:

Thank you for initiating Section 106 consultation with the City of Newport Historic District Commission (HDC) regarding the above-referenced proposed undertaking. The HDC would like to participate in Section 106 consultation for the proposed undertaking. Specifically, the HDC has interest in the property identified as the former Naval Hospital located in the City of Newport. The HDC does not have interest in properties that are located in the Towns of Middletown and Portsmouth.

As the City staff member assigned to the HDC, please send future correspondence to me at the address listed below. We look forward to consultation and coordination with the Department of the Navy.

Sincerely,

Matt Weintraub
Preservation Planner

Cc: Newport Historic District Commission

City Hall, 43 Broadway, Newport, RI 02840
Telephone 401-845-5357 --- Fax 401-846-1824

Aquidneck Land Trust

Preserving the Island's open spaces and natural character for the lasting benefit of our community.

790 AQUIDNECK AVENUE, MIDDLETOWN, RI 02842

TELEPHONE: 401-849-2799 www.aquidnecklandtrust.org FAX: 401-851-8998

March 9, 2014

Gregory C. Preston, Director
Department of the Navy
Based Realignment and Closure
Program Management Office East
4911 South Broad Street
Philadelphia, PA 19112-1303

Re: Section 106 Consultation – Surplus Property at Naval Station ("NAVSTA") Newport, Rhode Island

Dear Director Preston,

I am in receipt of your correspondence dated January 28, 2014 and the Aquidneck Land Trust would be more than happy to provide any consultation and/or coordination that your office may require during the NAVSTA Section 106 proceedings.

Please let me know when and where my assistance can be offered.

With best wishes I remain,

Very truly yours,

Charles B. Allott

Charles B Allott
Executive Director

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/14-155
June 24, 2014

Mr. Edward F. Sanderson
State Historic Preservation Officer
Rhode Island Historical Preservation & Heritage Commission
Old State House
150 Benefit Street
Providence, RI 02903

Dear Mr. Sanderson:

With this letter, and in continuing consultation for the Base Realignment and Closure (BRAC) undertaking at Naval Station (NAVSTA) Newport, the Navy submits the final archaeological and architectural survey reports. The revised documents reflect the comments received in your September 27, 2013 letter and subsequent communications. The Navy appreciates your concurrence on the National Register of Historic Places (National Register)-eligibility of cultural resources within the BRAC area of potential effects (APE).

As part of the BRAC transfer process, the Navy, through contract, conducted archaeological identification surveys and National Register of Historic Places (National Register)-eligibility evaluations for the built environment, to comply with Sections 106 and 110 of the National Historic Preservation Act (NHPA), as amended, and in support of a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS). Naval Facilities Engineering Command Atlantic (NAVFAC Atlantic), in conjunction with the BRAC Program Management Office East (BPMOE), coordinated the following cultural resources investigations, in accordance with federal law and Navy procedures:

1) *Final Phase I Archaeological Investigation of Five Areas for BRAC Disposal, U.S. Naval Station Newport, Newport, Rhode Island* (March 2014).

2) *Final Architectural Survey and Evaluation Update, U.S. Naval Station Newport, Newport, Rhode Island* (February 2014).

5090
Ser BPMOE/14-155
June 24, 2014

The Navy has determined that it does not own the three acres of submerged land off of the Navy Hospital parcel, and this land is not included in these cultural resources investigations.

In accordance with Section 106 of the NHPA and other applicable historic preservation statutes and procedures, the Navy will continue consultation on the potential effects of the transfer in subsequent communications with your office and other consulting parties. Feel free to contact NAVFAC Atlantic architectural historian Darrell E. Cook, at (757) 322-4282, or email: darrell.e.cook@navy.mil, or archaeologist Susan Ritter at (757) 322-4975, or email: susan.ritter@navy.mil, if you have questions about the survey materials or upcoming consultation.

Sincerely,

GREGORY C. PRESTON
Director

Enclosures:
1. March 2014 Archaeology Report
2. February 2014 Architecture Report

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
TEL (401) 222-2678 FAX (401) 222-2968
TTY (401) 222-3700 Website www.preservation.ri.gov

23 July 2014

Mr. Gregory C. Preston
Director
Department of the Navy
Base Realignment and Closure Program Management Office East
4911 South Broad Street
Philadelphia, Pennsylvania 19112-1303

Re: Base Realignment and Closure Undertaking
United States Naval Station Newport
Newport, Rhode Island

Dear Mr. Preston:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has reviewed the information that you submitted for the Base Realignment and Closure (BRAC) undertaking at Naval Station Newport about which the RIHPHC and Navy began consultation in 2013. The Navy has, through contract, conducted archaeological identification surveys and National Register of Historic Places (NR) eligibility evaluations for the built environment at the four properties that it has determined to be surplus.

The Phase I archaeology survey included five parcels totaling approximately 225 acres. These included the former Naval Hospital, the former Navy Lodge, the Defense Highway area, Tank Farm 1, and Tank Farm 2. At each of the sites, prior disturbance (often extensive) was recorded. No archaeological sites were located at any of the five locations. The Navy has concluded that the disposal action will have no effect on NR-listed or -eligible archaeological resources.

Based on the information contained in the report by the Louis Berger Group, Inc. (LBG), the RIHPHC concurs with the Navy's opinion that there are no archaeological sites in the terrestrial parcels proposed for BRAC disposal that are eligible for listing on the NR. No further archaeological survey is needed for these areas.

We note that the Navy has now determined, in a reversal of its position at the start of the BRAC process, that it does not own the three acres off-shore of the Naval Hospital property. We would appreciate additional official documentation regarding this quit-claim for our records.

Staff of the RIHPHC have reviewed the *Architectural Survey and Evaluation Update* that was prepared by the LBG on behalf of the Naval Facilities Engineering Command–Atlantic. Of the four properties that the Navy has determined to be surplus, the former Naval Hospital in Newport, the former Tank Farms 1 and 2 in Portsmouth, and the Defense Highway/Stringham Road corridor in Middletown and Portsmouth are studied in the report. The former Navy Lodge parcel in Middletown was not studied because no architectural resources remain at the site.

The LBG report concludes, and the Navy concurs, that the Melville Naval Historic District is eligible for listing in the NR, that the boundaries of the district should include Tank Farms 1 and 2, and that the period of significance should run from 1910 to 1973. The RIHPHC concurs with these conclusions. Additionally, we have concluded that the Net Storehouse (Building S-42) and the Net Assembly Slab should be considered contributing resources in the District. The RIHPHC and the Navy have been unable to reach concurrence on the eligibility of these two resources. Neither, however, is within the boundaries of the BRAC transfer parcel. As a result, the RIHPHC and the Navy have agreed to accept disagreement on the status of these resources at this time.

The LBG report concludes, and the Navy concurs, that the U.S. Naval Hospital Newport Historic District is eligible for listing in the NR, that the boundaries of the district should include the Pier (Structure 71), and that the period of significance should run from 1913 to 1942. Based on the report, the RIHPHC believes that the District is potentially eligible for listing in the NR. We will need to visit the site to further assess the integrity of the buildings to reach a conclusion. We concur with the inclusion of the Pier and setting the period of significance as 1913 to 1942. Additionally, we have concluded that the Corpsmen's Barracks Building (Building 43) should be considered a contributing resource in the District. The RIHPHC and the Navy have been unable to reach concurrence on the eligibility of this resource. It is not, however, within the boundaries of the BRAC transfer parcel. As a result, the RIHPHC and the Navy have agreed to accept disagreement on the status of the Corpsmen's Barracks at this time.

The LBG report concludes, and the Navy concurs, that Stringham Road, Greene Lane, the Naval Defense Highway, and Midway Pier are not eligible for listing in the NR. The RIHPHC concurs with these conclusions.

As you are aware, in accordance with the regulations of the National Historic Preservation Act, the RIHPHC will need to review the disposition of these properties. We look forward to future correspondence regarding this important undertaking.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Jeffrey Emidy, Project Review Coordinator for this office.

Yours very truly,

Edward F. Sanderson
Executive Director
State Historic Preservation Officer

c: Darrell E. Cook, Architectural Historian, NAVFAC Atlantic, by email
Susan Ritter, NAVFAC Atlantic, by email
John Riendeau, Director, Business Sector Defense/Mfg., R.I. Economic Development Corp.
Grover Fugate, CRMC

140723.01jde

Preserving America's Heritage

April 15, 2015

Mr. James E. Anderson
Department of the Navy
Base Realignment and Closure
Program Management Office East
4911 South Board Street
Philadelphia, PA 19112-1303

Ref: ***Proposed Disposition of Surplus Property at Naval Station Newport***
City of Newport, Newport County, Rhode Island

Dear Mr. Anderson:

On March 18, 2015, the Advisory Council on Historic Preservation received your notification of adverse effect for the referenced undertaking that was submitted in accordance with Section 800.6(a)(1) of our regulations, "Protection of Historic Properties" (36 CFR Part 800). The background documentation included with your submission does not meet the specifications in Section 800.11(e) of the ACHP's regulations. We, therefore, are unable to determine whether Appendix A of the regulations, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, applies to this undertaking and therefore, whether our participation in the consultation to resolve adverse effects is warranted.

Specifically, please explain why the Navy has defined the project as the disposal and reuse of surplus property at Naval Station Newport for purposes of the National Environmental Policy Act. However, for purposes of Section 106 of the National Historic Preservation Act, the undertaking has been defined as only the disposition of the surplus property by the Department of the Navy (and does not include the subsequent redevelopment of the surplus property).

Upon receipt of the additional information, we will notify you within 15 days of our decision. If you have any questions, please contact Ms. Katharine R. Kerr at (202) 517-0216 or via e-mail at kkerr@achp.gov.

Sincerely,

Caroline D. Hall
Assistant Director
Office of Federal Agency Programs
Federal Property Management Section

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/15-114
March 17, 2015

Ms. Katharine R. Kerr
Advisory Council on Historic Preservation
401 F Street NW, Suite 308
Washington, DC 20001-2637

Dear Ms. Kerr:

The United States Navy (Navy) invites the Advisory Council on Historic Preservation (ACHP) to participate in the ongoing National Historic Preservation Act (NHPA) Section 106 consultation for the Base Realignment and Closure (BRAC) undertaking at Naval Station (NAVSTA) Newport, Rhode Island. The Navy declared certain property surplus at NAVSTA Newport, in accordance with Public Law 101-510, the Defense Base Closure and Realignment Act of 1990, as amended in 2005. The action proponent, the Naval Facilities Engineering Command (NAVFAC) BRAC Program Management Office East (PMOE), will prepare a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) to evaluate the potential environmental consequences of the disposal and reuse of surplus property at NAVSTA Newport, in a manner consistent with the draft *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan) (Enclosure 1). The EIS for the proposed undertaking will identify and evaluate impacts to historic properties and present measures to avoid, minimize, or mitigate such impacts and adverse effects to historic properties.

Description of the Undertaking

As defined in consultation with the Rhode Island Historical Preservation and Heritage Commission (RI SHPO), the proposed undertaking will consist only of the disposition by the Navy, and not the subsequent redevelopment, of surplus property at NAVSTA Newport. As depicted in the enclosures, the surplus property at NAVSTA Newport slated for transfer lies entirely on Aquidneck Island, in Newport County, Rhode Island, and consists of: 1) the former Naval Hospital parcel located in the City of Newport; 2) the Tank Farms 1 and 2 parcel located in the Town of Portsmouth; 3) the former Navy Lodge parcel located in the Town of Middletown and 4) the Midway pier/ Green Lane property which was originally part of the Defense Highway/Stringham Road Corridor located in the Towns of Middletown and Portsmouth. The remainder of the Defense

Highway/Stringham Road Corridor will no longer be disposed. The Navy determined that the area of potential effects (APE) for the proposed undertaking will consist of those areas within the boundaries of the surplus property.

Identification and Evaluation of Historic Properties

As part of the BRAC transfer process, the Navy, through contract, conducted an archaeological identification survey and National Register of Historic Places (National Register)-eligibility evaluations for the built environment, to comply with NHPA Sections 106 and 110, and in support of the EIS. Naval Facilities Engineering Command Atlantic (NAVFAC Atlantic), in conjunction with the BRAC Program Management Office East (BPMOE), coordinated the following cultural resources investigations, in accordance with federal law and Navy procedures:

1. *Final Phase I Archaeological Investigation of Five Areas for BRAC Disposal, U.S. Naval Station Newport, Newport, Rhode Island* (March 2014). (Enclosure 2)

2. *Final Architectural Survey and Evaluation Update, U.S. Naval Station Newport, Newport, Rhode Island* (February 2014). (Enclosure 3)

As a result of the archaeological identification survey, no sites were identified. The RI SHPO concurred with this finding.

Description of Historic Properties

As identified by the architectural survey, the BRAC transfer APE contains the following historic properties:

1. Melville Naval Historic District retains sufficient integrity to be eligible for the NRHP under Criteria A and C. Boundaries of the historic district are recommended to include Tank Farms 1 and 2. The recommended expanded period of significance is 1910 to 1973, to include the Fuel Depot's significant role into the Cold War period in supplying fuel to the Atlantic Fleet.

2. The U.S. Naval Hospital Newport Historic District boundaries should be expanded to include the Pier (Structure 71). Its period of significance is recommended as 1913 to 1942. The

district remains eligible under Criteria A and C as a representative example of Navy hospital construction during the first half of the twentieth century.

The RI SHPO concurred with the findings of this report, with the exception of Naval Net Depot resources (the Net Storehouse, Building S-42, and the Net Assembly Slab) in the Melville Naval Historic District and Building 43 in the Naval Hospital Newport Historic District. The RI SHPO believed that these resources are eligible for inclusion in their respective historic districts. Since these resources are not directly affected by the planned land transfer in this undertaking, the Navy and SHPO agreed to make a final determination on the eligibility of the resources in question at a later date.

Description of the Undertaking's Potential Effects

According to 36 CFR 800.5, an adverse effect will occur with the "Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance." Federal preservation protections most likely will no longer apply after the land transfers, so consultation will focus on what, if any, historic property protections will be instituted upon transfer, or mitigation in lieu of those protections.

Consultation

Cultural resources work on the BRAC undertaking began in earnest in 2012. Identification and evaluation surveys, with RI SHPO consultation and concurrence, were complete by early 2014. Information concerning cultural resources potentially impacted by the BRAC undertaking, and requests for public comment have been presented during public NEPA events. In January 2014, the Navy invited a number of tribes, preservation groups, local governments, and other potentially interested parties to participate in upcoming consultation. The Navy has not begun formal consultation with all consulting parties on the effects of the BRAC transfer.

5060
Ser BPMOE/15-114
March 17, 2015

In accordance with Section 106 of the NHPA, we look forward to your reply to our invitation within 15 days after receipt of this letter. If you need additional information, please contact Jimmy Anderson at (843) 963-4991, or james.e.anderson1.ctr@navy.mil.

Sincerely,

GREGORY C. PRESTON
Director

Enclosures: (on CD)
1. Redevelopment Plan
2. March 2014 Archaeology Report
3. February 2014 Architecture Report

Copy to: (w/o encls)
NAVFAC Atlantic (D. Cook, S. Ritter)
NAVFAC Mid-Atlantic (H. Robbins)
NAVSTA Newport (C. Mueller, S. Kam)
RI SHPO (J. Emidy)

Preserving America's Heritage

April 23, 2015

Mr. James E. Anderson
Department of the Navy
Base Realignment and Closure
Program Management Office East
4911 South Board Street
Philadelphia, PA 19112-1303

Ref: Proposed Disposition of Surplus Property at Naval Station Newport
City of Newport, Newport County, Rhode Island

Dear Mr. Anderson:

The Advisory Council on Historic Preservation (ACHP) recently received the additional information in support of your notification of adverse effects of the referenced undertaking on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800) does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or another party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR 800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Rhode Island State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Katharine R. Kerr at (202) 517-0216 or via e-mail at kkerr@achp.gov.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/15-139
May 5, 2015

Matthew Thomas
Chief Sachem
Narragansett Indian Tribe
Post Office Box 268
Charlestown, RI 02813

Dear Chief Sachem Thomas:

As a follow on to our letter to you dated August 23, 2013 and our letter to Mr. John Brown on January 27, 2014, we would like to re-commence our consultation under Section 106 of the National Historic Preservation Act as well as our Government-to-Government discussion with the Narragansett Indian Tribe regarding the disposition and reuse of surplus property at Naval Station Newport, Rhode Island. As I discussed with Mr. Brown and Mr. Eugene Cam on April 28, 2015, Navy representatives would like to meet with your representatives during either the week of 18 or 26 May, 2015. We are willing to come to your Charlestown office location or any other mutually agreeable location.

The surplus property to be disposed includes the former Navy Lodge site located in Middletown, RI (3 acres); the former Naval Hospital site located in Newport, RI (7 acres); Tank Farms 1 and 2 located in Portsmouth, RI (145 acres); and the Midway-Green Lane Parcel/Stringham Road/portion of Defense Highway (67 acres) located in both Middletown and Portsmouth.

As we prepare our National Environmental Policy Act (NEPA) documentation, we would like to solicit your views regarding potential effect of the disposal and reuse on Tribal resources and interest as well as requesting your input in the identification of any cultural resources, traditional religious properties, sacred sites, or historic properties within or in the vicinity of the proposed undertaking that are of particular significance to the Narragansett Indian Tribe.

5090
Ser BPMOE/15-139
May 5, 2015

Thank you for your attention to this matter. We look forward to a fruitful discussion on the issues. I have copied Messrs. Brown and Cam and respectfully ask that your preference for when and where a meeting can take place be provided to me at Gregory.Preston@navy.mil or telephone (215) 897-4909 at their earliest convenience.

Sincerely,

GREGORY C. PRESTON
Director

Copy to:
CO NAVSTA Newport
Mr. John Brown
Mr. Eugene Cam

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/15-150
May 11, 2015

Mr. Tobias Vanderhoop
Chairman
Wampanoag Tribe of Gay Head (Aquinnah of Massachusetts)
20 Black Brook Road
Aquinnah, MA 02535-1546

Dear Chairman Vanderhoop:

As a follow on to our letter to your office dated August 23, 2013 and our letter to Ms. Bettina Washington on January 27, 2014, we would like to re-commence our consultation under Section 106 of the National Historic Preservation Act as well as our Government-to-Government discussion with the Wampanoag Tribe of Gay Head (Aquinnah), Massachusetts regarding the disposal and reuse of surplus property at Naval Station Newport, Rhode Island. Navy representatives would like to meet with your representatives at your earliest convenience. We are willing to come to your Aquinnah office location or any other mutually agreeable location.

The surplus property to be disposed includes the former Navy Lodge site located in Middletown, RI (3 acres); the former Naval Hospital site located in Newport, RI (7 acres); Tank Farms 1 and 2 located in Portsmouth, RI (145 acres); and the Midway-Green Lane Parcel/Stringham Road/portion of Defense Highway (67 acres) located in both Middletown and Portsmouth.

As we prepare our National Environmental Policy Act (NEPA) documentation, we would like to solicit your views regarding potential effect of the disposal and reuse on Tribal resources and interest as well as requesting your input in the identification of any cultural resources, traditional religious properties, sacred sites, or historic properties within or in the vicinity of the proposed undertaking that are of particular significance to the Wampanoag Tribe.

5090
Ser BPMOE/15-150
May 11, 2015

Thank you for your attention to this matter. We look forward to a fruitful discuss on the issues. My point of contact for this matter is Mr. James Anderson at james.e.anderson1.ctr@navy.mil or at (843) 963-4991.

Sincerely,

GREGORY C. PRESTON
Director

Copy to:
Ms. Bettina Washington
NAVSTA Newport (C. Mueller)
NAVFAC Atlantic (D. Cook, S. Ritter)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/15-151
May 11, 2015

Chief Vernon Lopez
Tribal Leader
Mashpee Wampanoag
108 Meetinghouse Road
Mashpee, MA 02649

Dear Chief Lopez:

As a follow on to our letter to you dated August 23, 2013 and our letter to Ms. Ramona Peters on January 27, 2014, we would like to re-commence our consultation under Section 106 of the National Historic Preservation Act as well as our Government-to-Government discussion with the Mashpee Wampanoag Tribe, Massachusetts regarding the disposal and reuse of surplus property at Naval Station Newport, Rhode Island. Navy representatives would like to meet with your representatives at your earliest convenience. We are willing to come to your Mashpee office location or any other mutually agreeable location.

The surplus property to be disposed includes the former Navy Lodge site located in Middletown, RI (3 acres); the former Naval Hospital site located in Newport, RI (7 acres); Tank Farms 1 and 2 located in Portsmouth, RI (145 acres); and the Midway-Green Lane Parcel/Stringham Road/portion of Defense Highway (67 acres) located in both Middletown and Portsmouth.

As we prepare our National Environmental Policy Act (NEPA) documentation, we would like to solicit your views regarding potential effect of the disposal and reuse on Tribal resources and interest as well as requesting your input in the identification of any cultural resources, traditional religious properties, sacred sites, or historic properties within or in the vicinity of the proposed undertaking that are of particular significance to the Mashpee Wampanoag Indian Tribe.

5090
Ser BPMOE/15-151
May 11, 2015

Thank you for your attention to this matter. We look forward to a fruitful discuss on the issues. My point of contact for this matter is Mr. James Anderson at james.e.anderson1.ctr@navy.mil or at (843) 963-4991.

Sincerely,

GREGORY C. PRESTON
Director

Copy to:
Ms. Ramona Peters
NAVSTA Newport (C. Mueller)
NAVFAC Atlantic (D. Cook, S. Ritter)

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A-2 Biological Correspondence

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DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE, NORTHEAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMO NE/13-030
January 9, 2013

Mr. Thomas Chapman, Supervisor
New England Field Office
U.S. Fish and Wildlife Service
70 Commercial St., Suite 300
Concord, NH 03301

Dear Mr. Chapman:

The Department of the Navy (Navy) is preparing an Environmental Impact Statement (EIS) for the disposal and reuse of surplus property at Naval Station (NAVSTA) Newport, Rhode Island. The EIS will analyze the potential human and natural environmental consequences of the disposal of surplus property at NAVSTA Newport and its reuse in a manner consistent with the *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan). The surplus property includes: the former Naval Hospital site, former Navy Lodge site, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor. Please see enclosure 1 for a surplus property overview map.

To support this EIS, we are requesting information from your office that identifies natural areas, habitats, or features in the vicinity of the project area. Specifically, we request that U.S. Fish and Wildlife Service identify populations of federally listed or candidate rare, threatened, or endangered species, unique natural communities, or other significant wildlife communities at or near the surplus property at NAVSTA Newport. The Rhode Island Department of Environmental Management, Natural Heritage Program and National Marine Fisheries Services, Northeast Regional Office are also being contacted to obtain similar information regarding state and federally listed species and critical habitats.

Two reuse alternatives for surplus property at NAVSTA Newport are being assessed for this project:

1. <u>Disposal and Reuse of Surplus Property at NAVSTA Newport - Redevelopment Plan (Preferred Alternative):</u>
   The Redevelopment Plan calls for the development of the following at each surplus property (refer to enclosure 2 for an Alternative 1 site map for each property):

a. Naval Hospital: Approximately 3.8 acres (54%) of the 7 acres of land-based property would be redeveloped, with a mix of hotel and residential uses in addition to a waterfront park with pedestrian paths and a pier. The remaining 3.2 acres of upland (46%) and 3 acres of submerged land would be maintained as open space and natural areas associated with the waterfront park.
b. Navy Lodge: Approximately 1.8 acres (60%) would be redeveloped with two, one-story retail buildings and associated parking. Approximately 1.2 acres (40%) would be maintained as open space.
c. Tank Farms: Existing structures would be demolished prior to redevelopment of the site. Approximately 31.1 acres (21%) of the overall combined property would be redeveloped with a mix of uses including office space, light industrial, boat storage, multi-modal parking, and a solar array. About 113.9 acres (79%) would remain as passive land use or open space.
d. Defense Highway/Stringham Road Corridor: The Redevelopment Plan calls for retaining use of the two-lane roads, Defense Highway/Stringham Road, with the addition of an adjacent multi-use pedestrian pathway in a greenbelt. The remaining land would be used for recreation/open space areas including a shoreline park with a public pier.

2. <u>Disposal and Reuse of Surplus Property at NAVSTA Newport - (Higher Density Alternative):</u>
Alternative 2 includes the redevelopment of surplus property in a manner consistent with the Redevelopment Plan, but with increased development. Under Alternative 2, increased development would be as follows (refer to enclosure 3 for an Alternative 2 site map for each property):
   a. Naval Hospital: Residential use would be replaced by commercial use and a conference center would be added to the proposed hotel.
   b. Navy Lodge: Two, two-story retail buildings with the same footprint as the two, one-story buildings under Alternative 1.
   c. Tank Farms 1 and 2: Office space and industrial space would be increased by 25% over Alternative 1. Parking/access would also be increased.

5090
Ser BPMO NE/13-030
January 9, 2013

d. Defense Highway/Stringham Road Corridor: Greater expansion of the shoreline park, including more parking, a larger playground, and an expanded pier width.

We would appreciate a response within 30 days to this request. If you have any questions regarding this correspondence and request, or require additional project information, please do not hesitate to call Tom Stephan, Project Manager at (215) 897-4916. I appreciate your assistance and thank you for your attention to this request.

Sincerely,

DAVID DROZD
Director

Enclosures:
1. Surplus Property Overview Map
2. Alternative 1 Redevelopment Figures (per property)
3. Alternative 2 Redevelopment Figures (per property)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE, NORTHEAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMO NE/13-032
January 9, 2013

Ms. Mary Colligan
Assistant Regional Administrator
Protected Resources
National Marine Fisheries Service
Northeast Regional Office
55 Great Republic Drive
Gloucester, MA 01930

Dear Ms. Colligan:

The Department of the Navy (Navy) is preparing an Environmental Impact Statement (EIS) for the disposal and reuse of surplus property at Naval Station (NAVSTA) Newport, Rhode Island. The EIS will analyze the potential human and natural environmental consequences of the disposal of surplus property at NAVSTA Newport and its reuse in a manner consistent with the *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan). The surplus property includes: the former Naval Hospital site, former Navy Lodge site, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor. Please see enclosure 1 for a surplus property overview map.

To support this EIS, we are requesting information from your office that identifies natural areas, habitats, or features in the vicinity of the project area. Specifically, we request that the National Marine Fisheries Service identify populations of federally listed or candidate rare, threatened, or endangered marine mammal or marine species, unique natural communities, at or near the surplus property at NAVSTA Newport. The U.S. Fish and Wildlife Service and Rhode Island Department of Environmental Management, Natural Heritage Resource Preservation Program are also being contacted to obtain similar information regarding state and federally listed species and critical habitats.

Two reuse alternatives for surplus property at NAVSTA Newport are being assessed for this project:

1. Disposal and Reuse of Surplus Property at NAVSTA Newport - Redevelopment Plan (Alternative 1 [Preferred Alternative]):
The Redevelopment Plan calls for the development of the following at each surplus property (refer to enclosure 2 for an Alternative 1 site map for each property):
   a. Naval Hospital: Approximately 3.8 acres (54%) of the 7 acres of land-based property would be redeveloped, with a mix of hotel and residential uses in addition to a waterfront park with pedestrian paths and a pier. The remaining 3.2 acres of upland (46%) and 3 acres of submerged land would be maintained as open space and natural areas associated with the waterfront park.
   b. Navy Lodge: Approximately 1.8 acres (60%) would be redeveloped with two, one-story retail buildings and associated parking. Approximately 1.2 acres (40%) would be maintained as open space.
   c. Tank Farms: Existing structures would be demolished prior to redevelopment of the site. Approximately 31.1 acres (21%) of the overall combined property would be redeveloped with a mix of uses including office space, light industrial, boat storage, multi-modal parking, and a solar array. About 113.9 acres (79%) would remain as passive land use or open space.
   d. Defense Highway/Stringham Road Corridor: The Redevelopment Plan calls for retaining use of the two-lane roads, Defense Highway/Stringham Road, with the addition of an adjacent multi-use pedestrian pathway in a greenbelt. The remaining land would be used for recreation/open space areas including a shoreline park with a public pier.

2. Disposal and Reuse of Surplus Property at NAVSTA Newport - (Alternative 2 [Higher Density Alternative]):
Alternative 2 includes the redevelopment of surplus property in a manner consistent with the Redevelopment Plan, but with increased development. Under Alternative 2, increased development would be as follows (refer to enclosure 3 for an Alternative 2 site map for each property):
   a. Naval Hospital: Residential use would be replaced by commercial use and a conference center would be added to the proposed hotel.

5090
Ser BPMO NE/13-032
January 9, 2013

b. Navy Lodge: Two, two-story retail buildings with the same footprint as the two, one-story buildings under Alternative 1.
c. Tank Farms 1 and 2: Office space and industrial space would be increased by 25% over Alternative 1. Parking/access would also be increased.
d. Defense Highway/Stringham Road Corridor: Greater expansion of the shoreline park, including more parking, a larger playground, and an expanded pier width.

We would appreciate a response within 30 days to this request. If you have any questions regarding this correspondence and request, or require additional project information, please do not hesitate to call Tom Stephan, Project Manager at (215) 897-4916. I appreciate your assistance and thank you for your attention to this request.

Sincerely,

DAVID DROZD
Director

Enclosures:
1. Surplus Property Overview Map
2. Alternative 1 Redevelopment Figures (per property)
3. Alternative 2 Redevelopment Figures (per property)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE, NORTHEAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMO NE/13-033
January 9, 2013

Mr. Joseph Dias, Chief
Rhode Island Department of Environmental Management
Division of Planning and Development
Natural Heritage Preservation Program
235 Promenade Street
Providence, RI 02908-5767

Dear Mr. Dias:

The Department of the Navy (Navy) is preparing an Environmental Impact Statement (EIS) for the disposal and reuse of surplus property at Naval Station (NAVSTA) Newport, Rhode Island. The EIS will analyze the potential human and natural environmental consequences of the disposal of surplus property at NAVSTA Newport and its reuse in a manner consistent with the *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan). The surplus property includes: the former Naval Hospital site, former Navy Lodge site, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor. Please see enclosure 1 for a surplus property overview map.

To support this EIS, we are requesting information from your office that identifies natural areas, habitats, or features in the vicinity of the project area. Specifically, we request that the Natural Heritage Preservation Program identify populations of state listed or candidate rare, threatened, or endangered species, unique natural communities, or other significant wildlife communities at or near the surplus property at NAVSTA Newport. The U.S. Fish and Wildlife Service and National Marine Fisheries Services, Northeast Regional Office are also being contacted to obtain similar information regarding federally listed species and critical habitats.

Two reuse alternatives for surplus property at NAVSTA Newport are being assessed for this project:

1. <u>Disposal and Reuse of Surplus Property at NAVSTA Newport - Redevelopment Plan (Alternative 1 [Preferred Alternative]):</u> The Redevelopment Plan calls for the development of the following at each surplus property (refer to enclosure 2 for

an Alternative 1 site map for each property):

a. Naval Hospital: Approximately 3.8 acres (54%) of the 7 acres of land-based property would be redeveloped, with a mix of hotel and residential uses in addition to a waterfront park with pedestrian paths and a pier. The remaining 3.2 acres of upland (46%) and 3 acres of submerged land would be maintained as open space and natural areas associated with the waterfront park.
b. Navy Lodge: Approximately 1.8 acres (60%) would be redeveloped with two, one-story retail buildings and associated parking. Approximately 1.2 acres (40%) would be maintained as open space.
c. Tank Farms: Existing structures would be demolished prior to redevelopment of the site. Approximately 31.1 acres (21%) of the overall combined property would be redeveloped with a mix of uses including office space, light industrial, boat storage, multi-modal parking, and a solar array. About 113.9 acres (79%) would remain as passive land use or open space.
d. Defense Highway/Stringham Road Corridor: The Redevelopment Plan calls for retaining use of the two-lane roads, Defense Highway/Stringham Road, with the addition of an adjacent multi-use pedestrian pathway in a greenbelt. The remaining land would be used for recreation/open space areas including a shoreline park with a public pier.

2. <u>Disposal and Reuse of Surplus Property at NAVSTA Newport - (Alternative 2 [Higher Density Alternative]):</u>
Alternative 2 includes the redevelopment of surplus property in a manner consistent with the Redevelopment Plan, but with increased development. Under Alternative 2, increased development would be as follows (refer to enclosure 3 for an Alternative 2 site map for each property):

a. Naval Hospital: Residential use would be replaced by commercial use and a conference center would be added to the proposed hotel.
b. Navy Lodge: Two, two-story retail buildings with the same footprint as the two, one-story buildings under Alternative 1.
c. Tank Farms 1 and 2: Office space and industrial space would be increased by 25% over Alternative 1. Parking/access would also be increased.

5090
Ser BPMO NE/13-033
January 9, 2013

d. Defense Highway/Stringham Road Corridor: Greater expansion of the shoreline park, including more parking, a larger playground, and an expanded pier width.

We would appreciate a response within 30 days to this request. If you have any questions regarding this correspondence and request, or require additional project information, please do not hesitate to call Tom Stephan, Project Manager at (215) 897-4916. I appreciate your assistance and thank you for your attention to this request.

Sincerely,

DAVID DROZD
Director

Enclosures:
1. Surplus Property Overview Map
2. Alternative 1 Redevelopment Figures (per property)
3. Alternative 2 Redevelopment Figures (per property)

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

JAN 31 2013

David Drozd
Department of the Navy
Base Realignment and Closure Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112-1303

Re: Information on Species Listed Under the Endangered Species Act for the Redevelopment Plan for Surplus Properties at Naval Station Newport.

Dear Mr. Drozd,

This is in response to your letter dated January 9, 2013 regarding the Department of the Navy's (Navy) proposed Redevelopment Plan for Surplus Properties at Naval Station (NAVSTA) Newport in Newport, Rhode Island. The project site is located along the west side of Aquidneck Island in Narragansett Bay at NAVSTA Newport. The proposed project will consist of disposal and redevelopment of surplus property. The Navy has requested information on the presence of any species listed as threatened or endangered under the Endangered Species Act (ESA) of 1973, by NOAA's National Marine Fisheries Service (NMFS) within the vicinity of the proposed project.

Several listed species of whales occur seasonally in the waters off of Rhode Island. Federally endangered North Atlantic right whales (*Eubalaena glacialis*) are found off the coast of Rhode Island from December 1 – June 30. Federally endangered humpback whales (*Megaptera novaeangliae*) are found off the coast of Rhode Island from March 15 – November 30. Fin (*Balaenoptera physalus*), Sei (*Balaenoptera borealis*) and Sperm (*Physter macrocephalus*) whales are also seasonally present in New England, however, due to the depths and near shore location, listed marine mammals are unlikely to occur in the action area.

Several species of threatened and endangered sea turtles occur seasonally in New England waters. The sea turtles in northeastern nearshore waters are typically small juveniles with the most abundant being the federally threatened Northwest Atlantic Distinct Population Segment (DPS) of loggerhead (*Caretta caretta*) followed by the federally endangered Kemp's ridley (*Lepidochelys kempi*). Loggerhead turtles have been found to be relatively abundant off the Northeast coast (from near Nova Scotia, Canada to Cape Hatteras, North Carolina). Loggerheads and Kemp's ridleys have been documented in waters as cold as 11°C, but generally migrate northward when water temperatures exceed 16°C. Federally endangered leatherback sea turtles (*Dermochelys coriacea*) are located in New England waters during the warmer months as well. While leatherbacks are predominantly pelagic, they may occur close to shore, especially when pursuing their preferred jellyfish prey. These species are typically present in New England

waters from June 1 – November 1. Green sea turtles *(Chelonia mydas)* may also occur sporadically in New England waters, but those instances would be rare.
All species of sea turtles noted above are typically present in New England waters from June 1 – November 1. You can find more information on listed sea turtle species at: http://www.nmfs.noaa.gov/pr/species/turtles/.

Atlantic sturgeon occur in estuarine and marine waters along the U.S. Atlantic coast and may be present in Narragansett Bay. The New York Bight, Chesapeake Bay, South Atlantic and Carolina DPSs of Atlantic sturgeon are endangered; the Gulf of Maine DPS is threatened. Individuals originating from any of these DPSs could occur in the project area. You can find more information on sturgeon species at: http://www.nero.noaa.gov/prot_res/esp/index.html.

Candidate Species
Candidate species are those petitioned species that we are actively considering for listing as endangered or threatened under the ESA, as well as those species for which we has initiated an ESA status review that it has announced in the *Federal Register*. "Candidate" status does not carry any procedural or substantive protections under the ESA. Two candidate species, alewife and blueback herring, can occur in the project area. You can find more information on these species in the Federal Register notice that announced this decision: http://www.nmfs.noaa.gov/pr/pdfs/fr/fr76-67652.pdf.

As listed species are likely to be present in the vicinity of the proposed project, a consultation, pursuant to Section 7 of the ESA, may be necessary. The Navy will be responsible for determining whether the proposed action is likely to affect listed species. If no in water work is proposed, no listed species will be affected by the proposed project. As such, no consultation pursuant to Section 7 of the ESA, is required. When project plans are complete, the Navy should submit their determination of effects, along with justification for the determination, and a request for concurrence to the attention of the Section 7 Coordinator, NMFS, Northeast Regional Office, Protected Resources Division (PRD), 55 Great Republic Drive, Gloucester, MA 01930. After reviewing this information, NMFS would then be able to conduct a consultation under section 7 of the ESA.

Should you have any questions about these comments or about the section 7 consultation process in general, please contact Dan Marrone at (978)282-8465 or by e-mail (Daniel.Marrone@noaa.gov).

Sincerely,

Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

Ec: Marrone, NER/PRD
File Code: Sec 7 Tech Assist 2013-Navy Redevelopment Plan at NAVSTA Newport

United States Department of the Interior

FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5087
http://www.fws.gov/newengland

February 13, 2013

Reference:	Project	Location
	EIS, Disposal/Reuse of Surplus Property	Newport Naval Station, Newport, RI

Mr. David Drozd
Department of the Navy
Base Realignment and Closure
Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112-1303

Dear Mr. Drozd:

This responds to your recent correspondence requesting information on the presence of federally listed and/or proposed endangered or threatened species in relation to the proposed activity referenced above. These comments are provided in accordance with the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531, *et seq.*).

Based on information currently available to us, no federally listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area. Preparation of a Biological Assessment or further consultation with us under section 7 of the Endangered Species Act is not required. No further Endangered Species Act coordination is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

To obtain updated lists of federally listed or proposed threatened or endangered species and critical habitats, it is not necessary to contact this office. Instead, please visit the Endangered Species Consultation page on the New England Field Office's website:

www.fws.gov/newengland/endangeredspec-consultation.htm (accessed January 2013)

On the website, there is also a link to procedures that may allow you to conclude if habitat for a listed species is present in the project area. If no such habitat exists, then no federally listed species are present in the project area and there is no need to contact us for further consultation. If the above

conclusion cannot be reached, further consultation with this office is advised. Information describing the nature and location of the proposed activity that should be provided to us for further informal consultation can be found at the above-referenced site.

Thank you for your coordination. Please contact Brett Hillman of this office at 603-223-2541, extension 34, if we can be of further assistance.

Sincerely yours,

Thomas R. Chapman
Supervisor
New England Field Office

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
235 Promenade Street, Providence, RI 02908-5767 401-222-2776

February 12, 2013
Mr. David Drozd, Director
Department of the Navy
Base Realignment and Closure
Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112-1303

RE: EIS Naval Station Newport

Dear Mr. Drozd:

In response to your letter of January 9th, 2012 requesting information from the RI Natural Heritage Program regarding the above referenced project, please be advised that there is only one element occurrence in our data. Located in a marshy area at the mouth of Lawton Brook (-71.2881, 41.5728), the Seaside- Crowfoot (Ranunculus cymbalaria) was last observed in 1904 and is not likely to be found at the site today.

At this time, the Department has no concerns related to state listed or candidate rare, threatened or endangered species, unique natural communities or other significant wildlife communities at or near the surplus property at NAVSTA Newport.

Sincerely,

Paul Jordan
Supervising GIS Specialist
RI Dept of Environmental Management
Division of Planning & Development
(401) 222-2776 x4315

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE, NORTHEAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/13-067
April 11, 2013

Ms. Jenna Pirrotta
NOAA Fisheries Northeast Regional Office
Habitat Conservation Division
55 Great Republic Drive
Gloucester, MA 01930-2276

Dear Ms. Pirrotta:

The Navy is preparing an Environmental Impact Statement (EIS) for the disposal and reuse of surplus property at Naval Station (NAVSTA) Newport, Rhode Island. The EIS will analyze the potential human and natural environmental consequences of the disposal of surplus property at NAVSTA Newport and its reuse in a manner consistent with the *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan). This letter provides notification and a request for comments on the scope of the analysis.

The surplus property includes: the former Naval Hospital site, former Navy Lodge site, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor. Two of the surplus properties, the former Naval Hospital and the Defense Highway/Stringham Road Corridor, are located along Narragansett Bay and would include in-water work. Please see enclosure 1 for a surplus property overview map.

The EIS will assess two reuse alternatives, and the No Action Alternative. The two reuse alternatives for surplus property at NAVSTA Newport are described below:

1. <u>Alternative 1 - Redevelopment Plan (Preferred Alternative):</u> The Redevelopment Plan calls for the development of the following at each surplus property (refer to enclosure 2 for an Alternative 1 site map for each property):
   a. *Former Navy Lodge*: Approximately 1.8 acres (60%) would be redeveloped with two, one-story retail buildings and associated parking. Approximately 1.2 acres (40%) would be maintained as open space.

b. *Former Naval Hospital*: Approximately 3.8 acres (54%) of the 7 acres of land-based property would be redeveloped, with a mix of hotel and residential uses in addition to a waterfront park with pedestrian paths and a pier. The remaining 3.2 acres of upland (46%) and 3 acres of submerged land would be maintained as open space and natural areas associated with the waterfront park. At the waterfront park, the existing pier would be re-used with the addition of two concrete floating docks. The EIS will assume that each concrete floating dock would be 8 feet wide by 90 feet long. They would be supported by pontoons and anchored in place with pilings and cables. It is assumed that the pilings would be square, pre-stressed concrete piles measuring 1 foot by 1 foot. Pile installation would be completed with an impact hammer located on a barge. During dock construction, various vessels would be used, including barges, tugs and floating cranes.

c. *Tank Farms*: Approximately 31.1 acres (21%) of the overall combined property would be redeveloped with a mix of uses including office space, light industrial boat storage, multi-modal parking, and a solar array. About 113.9 acres (79%) would remain as passive land use or open space.

d. *Defense Highway/Stringham Road Corridor*: The Redevelopment Plan calls for retaining use of the two-lane roads, Defense Highway/Stringham Road, with the addition of an adjacent multi-use pedestrian pathway in a greenbelt. The remaining land would be used for recreation/open space areas including a shoreline park with a public pier. In-water activities would include the removal of the existing pier and construction of a new pier. Removal of the existing pier would include dredging (most likely using a clam shell bucket dredge) and excavating the existing pier. The EIS will assume that any piles associated with the existing pier would be removed via direct-pull or vibratory extraction method. A new concrete pier (measuring 15 feet wide by 250 feet long) would be installed. To construct the new pier, pre-stressed concrete piles would be installed using an impact hammer located on a barge (similar to the methods described at the former Naval Hospital site).

Construction vessels such as barges, tugs and floating cranes would also be required.

2. Alternative 2 (Higher Density Alternative):
Alternative 2 includes the redevelopment of surplus property in a manner consistent with the Redevelopment Plan, but with increased development. Under Alternative 2, increased development would be as follows (refer to enclosure 3 for an Alternative 2 site map for each property):
   a. *Former Navy Lodge*: Two, two-story retail buildings with the same footprint as the two, one-story buildings under Alternative 1 with additional parking.
   b. *Former Naval Hospital*: Residential use would be replaced by commercial use and a conference center would be added to the proposed hotel. An additional concrete floating dock (8 feet wide by 70 feet long) would be added to the existing pier and an onshore yacht club/office would also be constructed. In-water construction would occur as described above for Alternative 1.
   c. *Tank Farms 1 and 2*: Office space and industrial space would be increased by 25% over Alternative 1. Parking/access would also be increased.
   d. *Defense Highway/Stringham Road Corridor*: Greater expansion of the shoreline park, including more parking, a larger playground, and an expanded pier due to the addition of an 8 foot wide by 50 foot long floating concrete pier at the end of the concrete pier (in a T-formation). In-water construction would occur as described above for Alternative 1.

Using the NOAA Habitat Conservation EFH Mapper, we have identified species listed in Table 1 as having potential Essential Fish Habitat (EFH) within proximity to the two locations that include in-water work: (1) the former Naval Hospital, and (2) the Defense Highway/Stringham Road Corridor. We are notifying you of the project and requesting your input in regard to the EFH species and their habitats. The Navy is committed to working with NOAA Fisheries to ensure potential effects to EFH are avoided.

Table 1. List of Fish Species with EFH in Proximity to the Former Naval Hospital and the Defense Highway/Stringham Road Corridor Properties

Common Name	Scientific Name	Former Naval Hospital	Defense Hwy/ Stringham Rd Corridor
Atlantic Herring	*Clupea harengus*	X	X
Atlantic Cod	*Gadus morhua*	X	-
Haddock	*Melanogrammus aeglefinus*	X	X
Monkfish	*Lophius americanus*	X[1]	-
Ocean Pout	*Zoarces americanus*	X	-
Red Hake	*Urophycis chuss*	X	X
Silver Hake	*Merluccius bilinearis*	X	-
Windowpane Flounder	*Scophthalmus aquosus*	X	X
Winter Flounder	*Pseudopleuronectes americanus*	X	X
Winter Skate	*Leucoraja ocellata*	X	X

Source: NOAA Fisheries Habitat Conservation EFH Mapper; NMFS Guide to Essential Fish Habitat Designations in the Northeastern United States (NMFS 2009)

Notes:

[1] Potential monkfish EFH is approximately 0.58 miles off the coast of the former Naval Hospital.

We would appreciate a response within 30 days of this request. If you have any questions regarding this correspondence and request, or require additional project information, please do not hesitate to call Tom Stephan, Project Manager at (215) 897-4916. I appreciate your assistance and thank you for your attention to this request.

Sincerely,

GREGORY C. PRESTON
Deputy Director

Enclosures:

1. Surplus Property Overview Map
2. Alternative 1 Redevelopment Figures (per property)
3. Alternative 2 Redevelopment Figures (per property)

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

Mr. Gregory C. Preston, Deputy Director
Department of the Navy
Base Realignment and Closure
Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112-1303

MAY -8 2013

Re: Redevelopment Plan for Surplus Properties at NAVSTA Newport; Request for information regarding essential fish habitat within Narragansett Bay, Newport, RI

Dear Mr. Preston:

Thank you for your letter dated April 11, 2013, requesting information on potential impacts to essential fish habitat (EFH) and comments on the scope of analysis for preparing an Environmental Impact Statement (EIS) for the disposal and reuse of surplus property at Naval Station (NAVSTA) Newport, Rhode Island. Two of the surplus properties at NAVSTA Newport (former Navy Hospital and Defense Highway/Stringham Road Corridor) are located along Narragansett Bay and redevelopment in those locations would involve in-water work. According to your letter, two alternative reuse development plans will be assessed in the EIS, in addition to the no action alternative. We provide the following information in an attempt to identify and address potential adverse impacts on EFH and our trust resources within the project area.

Essential Fish Habitat

Narragansett Bay and the surrounding waters of Rhode Island Sound contain productive fishery habitats that support numerous important living marine resources including federally managed finfish and shellfish. EFH has been designated for 17 federally managed species within Narragansett Bay in the vicinity of the proposed redevelopment project. A complete list of species and life stages that have been designated for the project location can be found on our Habitat Conservation Division website at http://www.nero.noaa.gov/ro/doc/webintro.html.

Among those species listed, particular attention should be focused on winter flounder habitat that may be adversely affected by this project. Adult winter flounder may utilize this area for spawning and feeding, while eggs, larvae and juveniles use the area for early life stage development. The substrate found here also serves as habitat for benthic organisms, such as shellfish and other invertebrates living within and on the surface of the sediment. These organisms contribute to the productivity of federally managed species by acting as a food source for both juvenile and adult life stages of finfish and direct or indirect impacts on them are considered adverse effects on EFH.

In addition, the nearshore areas of Narragansett Bay, including the project area, support eelgrass beds, which serve as habitat for many of the above-named species. Eelgrass is a type of submerged aquatic vegetation (SAV) and may be impacted as a result of the proposed redevelopment

activities. SAV is designated by the U.S. Environmental Protection Agency as a "special aquatic site" under the Section 404(b)(1) of the Federal Clean Water Act, due to its important role in the marine ecosystem for foraging species, including winter flounder. Impacts to such habitats would result in negative consequences for fisheries resources, as these environments are particularly valuable in exporting nutrients, filtering runoff from upland sources, and providing spawning, nursery and shelter habitat for most of the species utilizing the area. Furthermore, the Mid-Atlantic Fishery Management Council has designated eelgrass as a Habitat Area of Particular Concern when associated with summer flounder EFH.

Both of the proposed development alternatives involve the construction of a waterfront park and the addition of docks to an existing pier at the former Navy Hospital, as well as the development of a shoreline park and replacement of an existing pier at the Defense Highway location. The second alternative includes the same in-water structures, plus additional dock structures. Your letter indicates that work barges, tugs, and floating cranes would be used in the construction activities, and that removal and replacement of the existing pier would require dredging via clamshell bucket.

The proposed redevelopment activities could adversely affect EFH, including eelgrass beds and shallow subtidal habitats, by increasing turbidity and suspended sediments in the water column, directly removing habitat and shading sensitive habitats. We recommend that alternatives within the scope of the analysis include avoidance and minimization of impacts to SAV and shallow subtidal spawning habitats, as well as discussion of the potential need for mitigative measures to offset project related impacts.

EFH Assessment

The Magnuson-Stevens Act and the Fish and Wildlife Coordination Act require federal agencies to consult with one another on projects such as this. Insofar as a project involves EFH, as this project does, this process is guided by the requirements of our EFH regulation at 50 CFR 600.905, which mandates the preparation of EFH assessments and generally outlines each agency's obligations in this consultation procedure.

The required contents of an EFH assessment include: 1) a description of the action; 2) an analysis of the potential adverse effects of the action on EFH and the managed species; 3) your conclusions regarding the effects of the action on EFH; and 4) proposed mitigation, if applicable. Other information that should be contained in the EFH assessment, if appropriate, includes: 1) the results of on-site inspections to evaluate the habitat and site-specific effects; 2) the views of recognized experts on the habitat or the species that may be affected; 3) a review of pertinent literature and related information; and 4) an analysis of alternatives to the action that could avoid or minimize the adverse effects on EFH. Upon submittal of an EFH assessment, we will provide conservation recommendations for the proposed project, as necessary.

Endangered Species Act

In a letter dated January 31, 2013, our Protected Resources Division provided information to your office regarding the presence of threatened or endangered species within the vicinity of the proposed project. As mentioned in the letter, listed species are likely to be present within Narragansett Bay near the proposed waterfront redevelopment; therefore, a consultation pursuant to section 7 of the Endangered Species Act may be necessary. Should you have any questions

regarding the section 7 consultation process, please contact Dan Marrone at (978) 282-8465 or at Daniel.Marrone@noaa.gov.

Conclusions

We appreciate the opportunity to provide these preliminary comments and we look forward to receiving your EFH assessment for the proposed project. If you have questions regarding these comments, please contact Jenna Pirrotta at (978) 675-2176 or at Jenna.Pirrotta@noaa.gov.

Sincerely,

Christopher Boelke
Field Office Supervisor
for Habitat Conservation

cc: Dan Marrone, NMFS PRD
Ed Reiner, US EPA
Eric Schneider, RI DEM
Tom Stephan, US Navy

DEPARTMENT OF THE NAVY

NAVAL STATION NEWPORT
690 PEARY STREET
NEWPORT, RHODE ISLAND 02841-1522

IN REPLY REFER TO:
5090
Ser PRR41/211

MAR 27 2014

Ms. Mary A. Colligan
Assistant Regional Administrator
For Protected Resources
NOAA National Marine Fisheries Service
Greater Atlantic Regional Office
55 Great Republic Drive
Gloucester, MA 01930-2276

Mr. Christopher Boelke
Field Office Supervisor
For Habitat Conservation
NOAA National Marine Fisheries Service
Greater Atlantic Regional Office
55 Great Republic Drive
Gloucester, MA 01930-2276

Dear Ms. Colligan and Mr. Boelke:

As you know, property at Naval Station (NAVSTA) Newport has been declared surplus to the needs of the Federal government. The United States Department of the Navy Base Realignment and Closure (BRAC) Program Management Office East (Navy) is preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA, 42 U.S.C. § 4321*et seq*) to analyze the potential human and natural environmental consequences of the disposal and reuse of the surplus property. By this letter, the Navy wishes to initiate informal consultation with the National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act (ESA; 16 U.S.C. 1536 *et seq*) and Section 305 of the Magnuson-Stevens Fishery Conservation and Management Act (MSA; 16 U.S.C. § 1801 *et seq*) for this proposed Federal action (Proposed Action).

The Navy previously sent a request for information to the NMFS Northeast Regional Office on January 9, 2013 regarding information on protected species and habitats that may be present within the proposed project areas. The Navy received a response from NMFS on January 31, 2013 indicating the potential presence of several protected species and species of concern within the general project area. No critical habitat was identified in the vicinity of the proposed action.

The Navy also previously sent a request for information to the NMFS Northeast Regional Office on April 11, 2013, for additional information regarding any essential fish habitat (EFH) that may be present within the proposed project areas and comments on the scope of the EIS analysis. The Navy received a response from NMFS on May 8, 2013 indicating that EFH has been designated for 17 federally managed

species in the vicinity of the proposed project areas in Narragansett Bay.

As described below, the Navy has performed an assessment of the potential effects of the Proposed Action on the identified ESA protected species and species of concern and determined that the proposed project (1) will have no effect on the federally endangered North Atlantic right whale (*Eubalaena glacialis*) and the federally endangered humpback whale (*Megaptera novaengliae*); (2) may affect but is not likely to adversely affect the federally endangered Kemp's ridley sea turtle (*Lepidochelys kempi*), federally threatened loggerhead sea turtle (*Caretta caretta*), federally endangered leatherback sea turtle (*Dermochelys coriacea*), federally threatened green sea turtle (*Chelonia mydas*), and the federally endangered New York Bight, Chesapeake Bay, South Atlantic and Carolina Distinct Population Segments (DPS) and federally threatened Gulf of Maine DPS of the Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*); and (3) is not likely to jeopardize the continued existence of the species of concern, alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*). The Navy requests your concurrence with our ESA determination.

Additionally, the Navy has performed an evaluation of the potential effects of the Proposed Action on fish and their habitat to determine whether the addition of floating docks at the existing pier at the former Naval Hospital property and re-construction of the existing pier at the Defense Highway/Stringham Road Corridor property would result in an activity that the species or fishery has particular sensitivity to and/or would result in the loss of habitat important to a species or fishery. As described below, the Navy has determined that the proposed project will not adversely affect designated EFH within the Narragansett Bay. Any impacts are expected to be minor and temporary in nature. There would be no long-term impacts to designated EFH within the bay. The Navy requests your concurrence with our EFH determination.

The Navy's detailed assessment of potential effects pursuant to the ESA and MSA is based on the information about the Proposed Action that is currently known, together with reasonable assumptions about future activities. The detailed assessment is included as Enclosure (1) to this letter.

The Navy would like to point out that the eventual construction of the in-water components of the Proposed Action by a future redeveloper would undoubtedly require authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899, among other federal, state, and local laws that would be implicated. These USACE authorizations are Federal actions that would be expected to trigger the requirement to consult with NMFS under the consultation provisions of the ESA and MSA. At that time, additional project-specific details would be available, and effects on listed species or EFH could be

evaluated again with the future developer and USACE to the extent NMFS felt that additional consultation was warranted.

If you have any questions regarding this correspondence and request or require additional project information, my point of contact is Shannon Kam, Natural Resources Manager. She can be reached at 401-841-6377 or Shannon.kam@navy.mil.

Sincerely,

D. D. DOROCZ
Environmental Division Director
By Direction of the
Commanding Officer

Enclosures:
1. Effects Assessment;
2. Location of Surplus Property;
3. Former Naval Hospital Property Proposed Redevelopment;
4. Defense Highway/Stringham Road Corridor Property Proposed Redevelopment.

ENCLOSURE 1: Effects Assessment

1.0 Background and Project Description:

The EIS analyzes two alternatives for disposal and reuse of the surplus property at NAVSTA Newport. Alternative 1 is the Navy's preferred alternative and consists of the reuse of the surplus property in accordance with the 2011 *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan) developed and adopted by the Aquidneck Island Redevelopment Planning Authority. Alternative 2 has a higher density with a larger footprint and different mix of land uses relative to Alternative 1. Both alternatives include disposal of the surplus property at NAVSTA Newport and redevelopment with a mix of land uses, including commercial, industrial, and active and passive recreation space. The Navy is requesting NMFS to consider this project review on Alternative 1, only, as it is the preferred alternative.

NAVSTA Newport is located on the western shore of Aquidneck Island in Newport County, Rhode Island. The surplus property includes (1) the former Navy Lodge site, located in the Town of Middletown; (2) the former Naval Hospital site, located in the City of Newport; (3) Tank Farms 1 and 2, located in the Town of Portsmouth; and (4) the Defense Highway/ Stringham Road Corridor, located in the towns of Middletown and Portsmouth (see Enclosure 2). The primary focus of the Redevelopment Plan is land-based; however, two portions of the overall proposed action include in-water components and are the focus of this informal consultation. The in-water activities would be components of the redevelopment of the former Naval Hospital property and redevelopment of the Defense Highway/Stringham Road Corridor property as shown in Enclosures 3 and 4. For purposes of this assessment, only construction impacts have been analyzed for both the ESA Section 7 assessment and the EFH assessment[1]. Additionally, the Navy assumes that proposed in-water work described below would be conducted outside of the June 1 through November 1 window, limiting the potential exposure of many ESA listed species to the effects of the proposed action. However, mitigation measures, including limitations on the period of construction, would need to be established during the permitting stage of the project between NMFS and the project developer.

Former Naval Hospital Property:

The former Naval Hospital property is located on the western shore of Aquidneck Island, on Narragansett Bay, just southeast of Coasters Island in the City of Newport. Under the Redevelopment Plan, approximately 2.4 acres of the former Naval Hospital property would be redeveloped as a waterfront park that would include a pier, pedestrian path, water taxi dockage, and a boat storage facility. A 250- foot pier currently exists at the site. This pier would be re-used as-is, with the addition of two concrete floating docks on each side. Each floating dock

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[1] No detailed information about the expected uses of the piers at the former Naval Hospital property and the Defense Highway/Stringham Corridor property is provided in the Redevelopment Plan, and the Navy has determined that it would be overly speculative to make assumptions as to future operational uses and effects. It is therefore presumed for purposes of the proposed action that impacts from the uses of the redeveloped piers would be generally similar to their present and historical uses for fishing and light marine activities; operational impacts are therefore not assessed in this letter or the EIS. As noted in the cover letter, the redevelopment authority and/or developers will have further detail about the proposed uses of the redeveloped piers at the time construction is proposed. Any new environmental impacts from operational aspects of the redeveloped piers can be analyzed by the future property owner at that time in connection with the U.S. Army Corps of Engineers Section 404 permit process, Section 10 of the Rivers and Harbors Act, the Section 401 Water Quality Certification (WQC) from the state, and other agency approval processes.

would be 8 feet by 90 feet.[2] These floating docks would be supported by pontoons and anchored in place with pilings and cables. It is assumed that the pilings would be square, pre-stressed concrete piles measuring 1 foot by 1 foot, which would be constructed off-site. Pile installation would be completed using an impact hammer on a barge and a crane. To construct the floating docks, various construction vessels would be necessary, including barges, tugs, and floating cranes. Construction activities would be completed on a limited spatial scale, concentrated around the existing pier.

Defense Highway / Stringham Corridor Property:

The Defense Highway/Stringham Corridor property includes 3.6 miles of Defense Highway, one mile of Stringham Road, a 508-foot portion of Greene Lane, and vacant property along the roadways and near Midway Pier. In addition to the roadways, recreation/open space use is proposed at the Midway Pier/Greene Lane area. A shoreline park would be included with a fishing pier, kayak launch, restrooms, playgrounds, a 0.3-acre parking lot, picnic areas, and pathways.

The existing Midway Pier is approximately 250 feet long, and in a dilapidated condition. Under the Redevelopment Plan, it would be rebuilt to be a 15-foot wide and 250-foot long concrete pier.

In-water activities would include removing the existing pier, which is assumed to include dredging with a clamshell bucket or similar equipment and excavation of the existing pier. If there are piles associated with the existing pier, they would be removed via either a direct-pull or vibratory extraction method. Additionally, pile driving to construct the new pier and construction vessels as described above (see Naval Hospital section) would also be necessary. Similar to the in-water work at the former Naval Hospital property, construction activities would be completed on a limited spatial scale, concentrated around the existing pier.

The protected species and species of concern identified in the general project area by NMFS are discussed below, followed by a discussion of EFH.

2.0 ESA-Listed Species Potentially in the Project Area:

The federally endangered North Atlantic right whale, humpback whale, Kemp's ridley sea turtle, leatherback sea turtle, and the New York Bight, Chesapeake Bay, South Atlantic and Carolina DPSs of the Atlantic sturgeon; the federally threatened Northwest Atlantic DPS of loggerhead sea turtle, green sea turtle, and the Gulf of Maine DPS of the Atlantic sturgeon; and federal species of concern alewife and blueback herring are known to occur seasonally in the waters off of Rhode Island and may be present in Narragansett Bay (Colligan 2013). Fin (*Balaenoptera physalus*), Sei (*Balaenoptera borealis*), and Sperm (*Physeter macrocephalus*) whales are also seasonally present in New England waters. However, due to their preference for deeper water depths and the near- shore location of the proposed action, NMFS indicated in their previous letter response that these species were unlikely to exist in the vicinity of the project area; they will not be discussed further in this letter.

[2] These dimensions were not specified in the Redevelopment Plan. For purposes of the EIS analysis, dimensions were assumed to be similar to those provided in plans for the Ann Street Pier provided in a Notice to Bidders for the Ann Street Pier Design-Build Project, as issued by the City of Newport. The Ann Street Pier is located approximately 1.2 miles south of the former Naval Hospital along Narragansett Bay. These dimensions were reviewed by AIRPA and their concurrence was provided.

North Atlantic Right Whale:

In recent correspondence between NMFS and the Navy, NMFS indicated that North Atlantic right whales can occur seasonally in the waters off of the coast of Rhode Island (Colligan 2013). However, this species has not been observed within the waters of Narragansett Bay, specifically in the vicinity of the project area. Right whales are primarily found within waters off of Rhode Island between December 1 and June 30 while they are migrating between their southern calving grounds and northern feeding grounds. However, right whales have been observed in the waters off of Rhode Island during all seasons of the year (Kenney and Vigness-Raposa 2010). Although the waters off of Rhode Island have not been identified as a target feeding region for the species, an aggregation of 18 North Atlantic right whales was observed feeding off Rhode Island in April 1998, and 98 North Atlantic right whales were observed feeding near Rhode Island Sound on April 20, 2010 (Kenney and Vigness-Raposa 2010; NOAA Fisheries, Northeast Fisheries Science Center n.d.). It has been assumed that both of these events were episodes of opportunistic feeding.

While there is a known presence of North Atlantic right whales in the waters off of Rhode Island, due to their lack of occurrence within Narragansett Bay itself, it is not expected that this species would be present during in-water project activities. Therefore, the Navy anticipates that the proposed action would have no effect on North Atlantic right whales.

Humpback Whale:

In recent correspondence between NMFS and the Navy, NMFS indicated that humpback whales can occur seasonally in the waters off of the coast of Rhode Island (Colligan 2013). This species has not been observed within the waters of Narragansett Bay, specifically in the vicinity of the project area. However, there were four strandings of humpback whales on Aquidneck Island between 2001 and 2005: (1) June 22, 2001 in Easton Bay in Newport; (2) August 10, 2001 on the western side of Sachuset Point National Wildlife Refuge in Middletown; (3) June 3, 2004 on East Beach in Ninigret Conservation Area in Charlestown; and (4) July 6, 2005 on Bailey's Beach in Newport (Kenney and Vigness-Raposa 2010). Humpback whales can be found within waters off of Rhode Island during all four seasons; however they are primarily present between March 15 and November 30.

While there is a known presence of humpback whales in the waters off of Rhode Island, due to their lack of occurrence within Narragansett Bay itself (other than strandings), it is not expected that this species would be present during in-water project activities. Therefore, the Navy anticipates that the proposed action would have no effect on humpback whales.

Atlantic Sturgeon:

Atlantic sturgeon are distributed within estuarine and marine waters along the entire East Coast. Atlantic sturgeon travel wide ranges from their natal river. They spend spring months spawning upriver where the salt front and fall line of large rivers meet and inhabit estuarine and coastal waters when not spawning (NOAA Fisheries Office of Protected Resources 2012). Atlantic sturgeon have been known to occur in Narragansett Bay. Historically, Atlantic sturgeon were reported to spawn in the Taunton River (which empties into Narragansett Bay northeast of Aquidneck Island near Somerset); however, spawning adults have not recently been documented in the river (Atlantic Sturgeon Status Review Team 2007). Atlantic sturgeon, should they be present, are currently restricted to the lower 70 kilometers (43.50 miles) of the river due to the

Town River Pond Dam which blocks the fish from migrating further up the river. The river and the greater Narragansett Bay estuary are likely used by Atlantic sturgeon as nursery habitat. Should Atlantic sturgeon be present within Narragansett Bay, individuals could be from any of the five DPSs (Gulf of Maine, New York Bight, Chesapeake, Carolina and South Atlantic).

The potential occurrence of Atlantic sturgeon near the proposed project areas would include the juvenile and adult life stages, since juvenile Atlantic sturgeon can spend months to years in estuaries. Their reliance on benthic organisms for food and their affinity for shallow nearshore areas may bring them to the waters near the former Naval Hospital property and the Defense Highway/Stringham Road Corridor property. Juvenile Atlantic sturgeon are believed to remain close to their natal habitats within the freshwater portion of the estuary for at least one year before beginning their migration out to sea (Atlantic States Marine Fisheries Commission 2009). They are typically believed to gradually move downstream into brackish waters and remain in estuarine waters for months or years (USFWS 2001). Juvenile Atlantic sturgeon have been documented as being found over a variety of substrates, including sand, rock, silt and mud; juvenile Atlantic sturgeon in Massachusetts were found mostly over sand substrates (Atlantic States Marine Fisheries Commission 2009). They feed on benthic organisms. Offshore of the former Naval Hospital property, within approximately 0.1 miles of the shoreline, marine sediment types are largely unsampled. Farther out, the dominant sediment type is clay-silt (Raposa n.d.). Similarly for the Defense Highway/Stringham Road Corridor property, within approximately 0.1 miles of the shoreline, marine sediment types are largely unsampled. Farther out, the dominant sediment type is clay-silt, with a larger area of sand located between the former Midway Pier and Weaver Cove. The likely clay-silt substrate, coupled with the existing hard structures (i.e., piers) at each site, limit the potential for juvenile sturgeon occurrence.

The Navy expects that any Atlantic sturgeon present from any of the DPSs in the proposed project areas would be transient and would readily disperse from any in-water disturbance. Nonetheless, Atlantic sturgeon may be present within Narragansett Bay and therefore could be exposed to effects of the proposed action. Therefore, the Navy anticipates that the proposed action may affect but is not likely to adversely affect the Atlantic sturgeon.

Alewife and Blueback Herring:

Alewife and blueback herring are referred to collectively as “river herring”. They are anadramous fish that move from marine waters into coastal rivers during the spring to spawn (NOAA National Marine Fisheries Service 2007). River herring are distributed along the Atlantic coast from Canada to southeastern United States (Federal Register [FR] Vol. 76, No. 212). The coastal ranges of the two species overlap, with blueback herring found in a greater and more southerly distribution ranging from Nova Scotia down to the St. John’s River, Florida; and alewife found in a more northerly distribution, from Labrador and Newfoundland to as far south as South Carolina, though the extreme southern range is a less common occurrence (FR Vol. 76, No.212). Spawning is driven greatly by the water temperature; however they generally migrate into spawning rivers and estuarine systems (such as Narragansett Bay) from later March through mid- May (FR Vol. 76, No. 212). Alewife are found in the Narragansett Bay Estuarine Reserve (NOAA 2013). Alewife utilize Narragansett Bay and its tributaries during their spawning migration (Narragansett Bay Estuary Program n.d.). Blueback herring are also found in rivers, streams, and adjacent areas that drain into Narragansett Bay. In 2012 it was reported that river herring were observed within some Rhode Island rivers in early March, three weeks earlier than when they are normally first observed (Edwards 2012).

Alewife and blueback herring are both common within Rhode Island waters, and in particular, Narragansett Bay from spring through late fall (University of Rhode Island n.d.), outside of the assumed construction window. Nevertheless, to be conservative, it is assumed that they may be present within Narragansett Bay and therefore could be exposed to the effects of the proposed action. However, the Navy anticipates that the proposed action is not likely to jeopardize the continued existence of the species of concern, alewife and blueback herring.

Northwest Atlantic DPS of Loggerhead Sea Turtle:

In recent correspondence between NMFS and the Navy, NMFS indicated that individuals from the Northwest Atlantic DPS of loggerhead sea turtle can occur seasonally in the waters of New England (Colligan 2013). This species is the most commonly observed species of sea turtle in New England waters. They are present between June 1 and November 1 during their migration to and from wintering grounds and are absent from the region during winter months. Loggerhead sea turtles generally migrate north when water temperatures exceed 16°Celcius (C) (61°Fahrenheit [F]). The loggerhead sea turtle abundance at the project location within Narragansett Bay is unknown; however juveniles are regularly known to occur within the larger area of the Bay. Loggerheads have been documented within Narragansett Bay around Aquidneck Island (Kenney and Vigness-Raposa 2010; Narragansett Bay National Estuarine Research Reserve [NBNERR] 2009). While concentrations of loggerhead sea turtles in Rhode Island waters are primarily observed over the continental shelf, it is likely that these data may misrepresent the distribution and abundance of loggerhead sea turtles in New England waters due to the high likelihood that juveniles are known to occur in embayments and bays, yet this life stage is often too small to be observed during surveys and that the majority of surveys do not cover these inland marine and estuarine water bodies (Kenney and Vigness-Raposa 2010).

Loggerhead sea turtles (specifically juveniles) are not known to concentrate in the proposed project areas, and if they were to be present, it is likely this species would be using the Narragansett Bay during summer and fall months (Colligan 2013), outside of the assumed construction window. Nevertheless, to be conservative, it is assumed that they may be present within Narragansett Bay and therefore could be exposed to the effects of the proposed action. Therefore, the Navy anticipates that the proposed action may affect but is not likely to adversely affect the loggerhead sea turtle.

Kemp's Ridley Sea Turtle:

In recent correspondence between NMFS and the Navy, NMFS indicated that Kemp's ridley sea turtles can occur seasonally in the waters of New England (Colligan 2013). This species is the second most commonly observed species of sea turtle in New England waters. They are present between June 1 and November 1 during their migration to and from wintering grounds and are absent from the region during winter months. The Kemp's ridley sea turtle abundance at the project locations within Narragansett Bay is unknown; however juveniles are regularly known to occur within the larger area of the Bay. Kemp's ridleys have been documented within Narragansett Bay around Aquidneck Island (Kenney and Vigness-Raposa 2010; NBNERR 2009). In southern New England, juvenile Kemp's ridley sea turtles are known to regularly occur in the shallower waters of Cape Cod Bay and Long Island Sound; therefore, it is likely that they also occur with some regularity in Narragansett Bay. Similar to loggerhead sea turtles, it is likely that the current survey data misrepresent the presence of Kemp's ridley sea turtles within bays and embayments, such as Narragansett Bay, due to the size of the juveniles likely to be

present and a general lack of survey coverage within bays and embayments (Kenney and Vigness-Raposa 2010).

Although Kemp's ridley sea turtles (specifically juveniles) are not known to concentrate in the proposed project areas, and if they were to be present, it is likely this species would be using the Narragansett Bay during summer and fall months (Colligan 2013), outside of the assumed construction window. Nevertheless, to be conservative, it is assumed that they may be present within Narragansett Bay and therefore could be exposed to the effects of the proposed action. Therefore, the Navy anticipates that the proposed action may affect but is not likely to adversely affect the Kemp's ridley sea turtle.

Leatherback Sea Turtle:

In recent correspondence between NMFS and the Navy, NMFS indicated that leatherback sea turtles can occur seasonally in the waters of New England (Colligan 2013). While not as commonly observed as loggerhead and Kemp's ridley sea turtles, leatherback sea turtles are also present in New England waters, in particular within Rhode Island waters between June 1 and November 1. The leatherback sea turtle abundance at the project locations within Narragansett Bay is unknown. While this species generally prefers deeper pelagic waters, individuals are known to occur within the vicinity of the mouth of Narragansett Bay. In 2007, a leatherback sea turtle was disentangled from a buoy line off Hope Island, which is located northwest of the project areas, further within the Bay. While these species are larger than other sea turtles present within the area and are more likely to be observed during a survey, it is likely that the current survey data still misrepresent the presence of leatherback sea turtles within bays and embayments, such as Narragansett Bay, due to a general lack of survey coverage within bays and embayments (Kenney and Vigness-Raposa 2010).

Although leatherback sea turtles are not known to concentrate in the proposed project areas, and if they were to be present, it is likely this species would be using the Narragansett Bay during summer and fall months (Colligan 2013), outside of the assumed construction window. Nevertheless, to be conservative, it is assumed that they may be present within Narragansett Bay and therefore could be exposed to the effects of the proposed action. Therefore, the Navy anticipates that the proposed action may affect but is not likely to adversely affect the leatherback sea turtle.

Green Sea Turtle:

In recent correspondence between NMFS and the Navy, NMFS indicated that green sea turtles can occur seasonally in the waters of New England (Colligan 2013). While it is the rarest of the four sea turtle species found within New England waters, the green sea turtle can be found within the region between June 1 and November 1. This species is greatly limited by water temperature, occurring in New England primarily during the summer months. The green sea turtle abundance at the project areas within Narragansett Bay is unknown; however it is likely that should green sea turtles be present within Narragansett Bay, they would most likely be juveniles, as this is the life stage that is most frequently reported within New England waters, similar to Kemp's ridleys (Kenney and Vigness-Raposa 2010). Green sea turtles are not commonly reported in survey data of New England waters; however, similar to the other sea turtle species discussed above, it is likely that the current survey data misrepresent the presence of green sea turtles within bays and embayments, such as Narragansett Bay, due to the size of the

juveniles likely to be present and a general lack of survey coverage within bays and embayments (Kenney and Vigness-Raposa 2010).

Although green sea turtles (specifically juveniles) are not known to concentrate in the proposed project areas, and if they were to be present, it is likely this species would be using the Narragansett Bay during summer and fall months (Colligan 2013), outside of the assumed construction window. Nevertheless, to be conservative, it is assumed that they may be present within Narragansett Bay and therefore could be exposed to the effects of the proposed action. Therefore, the Navy anticipates that the proposed action may affect but is not likely to adversely affect the green sea turtle.

3.0 EFH Designation in the Project Area

Federally Managed Species:

The Navy sent a scoping letter to the NMFS Northeast Regional Office on April 11, 2013, requesting additional information regarding EFH within the proposed project areas and comments on the scope of the EIS analysis. The Navy received a response from NMFS on May 8, 2013, indicating that EFH has been designated for 17 federally managed species in the vicinity of the proposed project sites in Narragansett Bay. Table 1 identifies these species and their respective life stages as were obtained utilizing NMFS online resources (NOAA 2013).

Table 1: Essential Fish Habitat Designation By Species & Life Stage In Narragansett Bay

Species		Life Stages				
Common Name	Scientific Name	Egg	Larvae	Juvenile	Adult	Spawning Adult
Atlantic mackerel	*Scomber scombrus*	X	X	X	X	-
Atlantic plaice	*Hippoglossoides platessoides*	-	X	X	X	-
Atlantic sea herring	*Clupea harengus*	-	X	X	X	-
Black sea bass	*Centropristus striata*	-	-	X	X	-
Bluefish	*Pomatomus saltatrix*	-	-	X	X	-
Cobia	*Rachycentron canadum*	X	X	X	X	-
Haddock	*Melanogrammus aeglefinus*	-	X	-	-	-
King mackerel	*Scomberomorus cavalla*	X	X	X	X	-
Little skate	*Raja erinacea*	X	X	X	X	X
Red hake	*Urophycis chuss*	-	X	X	X	X
Sand tiger shark	*Carcharias taurus*	-	X	-	-	-
Scup	*Stenotomus chrysops*	X	X	X	X	-
Spanish mackerel	*Scomberomorus maculatus*	X	X	X	X	-
Summer flounder	*Paralicthys dentatus*	-	X	X	X	-
Windowpane	*Scopthalmus aquosus*	X	X	X	X	X

Table 1: Essential Fish Habitat Designation By Species & Life Stage In Narragansett Bay

Species		Life Stages				
Common Name	Scientific Name	Egg	Larvae	Juvenile	Adult	Spawning Adult
flounder						
Winter flounder	*Pleuronectes americanus*	X	X	X	X	X
Winter skate	*Leucoraja ocellata*	X	X	X	X	X

Habitat Areas of Particular Concern Designation:

As noted in NMFS's letter of May 8, 2013, eelgrass (*Zostera marina*) has been designated by the Mid-Atlantic Fishery Management Council as a Habitat Area of Particular Concern (HAPC) and is considered important habitat for fish spawning and foraging.

Offshore of the former Naval Hospital property, the depth to bottom ranges between 10 and 20 feet and the marine sediment is dominated by clay-silt. The open water area south of Coddington Point is mapped as a macroalgal bed (Naval Facilities Engineering Command Mid-Atlantic 2001). Shoreline and aquatic habitat typical of this region include eelgrass (NBNERR 2009). However, no mapped eelgrass beds have been documented in the waters offshore of the former Naval Hospital property according to the Rhode Island Department of Environmental Management, Narragansett Bay Program and Rhode Island Coastal Resources Management Council (2003) and Applied Science Associates (2011).

Approximately 2 acres of eelgrass habitat have been identified within the property boundaries of the Defense Highway/Stringham Road Corridor property. In addition, approximately 13 acres of eelgrass have been mapped within 200 feet of the surplus property generally south of the Midway Pier. The remaining area between the former Midway Pier and Weaver Cove is dominated by clay-silt sediment. The water depths around the former Midway Pier are within a 0 to 20-foot bathymetric contour.

4.0 Potential Effects of the Action

The following provides an analysis of potential effects under Section 7 and the Magnuson-Stevens Fishery Conservation and Management Act.

4.1 Noise Effects of Pile Driving:

In-water work at the former Naval Hospital property would include construction of two concrete floating docks along the existing pier; in-water work at the Defense Highway/Stringham Road Corridor property would include removal of the former Midway Pier structure and redevelopment of the site for a fishing pier. Activities assumed to have hydroacoustic noise impacts include the following: installing concrete piers using a diesel impact hammer, dredging with a clamshell bucket, and possible piling removal. Pilings would be removed by either direct-pull or vibratory extraction. At both properties, new pilings would be installed using an impact hammer, in addition to a barge with a crane. Other noise would also be generated by support vessels, small boat traffic, and barge mounted equipment; however, this other noise is likely consistent with existing vessel traffic in the Bay and in the nearby NAVSTA Newport and East Passage Yachting Center/Melville marinas.

The focus of this analysis will be the noise impacts of pile driving. [Note: Other noise would also be generated by construction vessels and barge mounted equipment; however, these noises are not likely to create a short-term adverse effect on fish, as fish in the area are already exposed to similar noise levels from existing vessel traffic in the Bay and in the nearby NAVSTA Newport and the East Passage Yachting Center/Melville marinas.] Pile driving associated with the proposed action would result in increased underwater noise levels potentially affecting fish and sea turtle species found in the Narragansett Bay.

Three metrics are commonly used in evaluating hydroacoustic impacts on marine species (California Department of Transportation [CALTRANS] 2009):

- Peak sound pressure level (Peak) – The absolute value of the maximum variation from neutral
- Root mean square (RMS) – The square root of the sum of the squares of the pressure contained within a defined period of time
- Sound exposure level (SEL) – The constant sound level over 1 second.

Sound in the water has different properties than sound in the air. Sound moves 4.5 times faster in water than it does in air, making it a very effective sensory mechanism for species that spend a large part, if not all of their life, underwater. Similar to in-air sound, in-water sound uses the decibel (dB) scale for measurement; however, the reference pressure in-water is referenced at (re) 1 micro Pascal (μPa), whereas in-air it is re 20 μPa.

To determine potential effects of in-water sound on fish and sea turtles it is important to understand both the potential source level and how the sound will travel away from that source. As sound travels away from a source it loses power with increasing distance. This is known as transmission loss (TL). How a sound travels away from a source depends on a variety of factors, including the original source level, the local salinity and water temperature, substrate composition, and water depth.

Source Sound Levels:

Actual sound levels produced during pile driving are greatly dependent on specific characteristics of the pile and the hammer. For example, a larger pile will require more energy to drive it into the seafloor; therefore, sound produced while driving larger piles is generally greater than when driving smaller piles which require less energy. The method of pile driving is also important in the amount of sound produced. Impact pile driving produces a more impulsive and high energy sound, whereas vibratory pile driving produces a continuous and lower energy sound. The method of pile driving chosen for a project often depends on the types of piles that need to be driven and the composition of the sediment the pile will be driven into.

The *Compendium of Pile Driving Sound Data*, prepared by California Department of Transportation (CALTRANS 2007) provides information on sound pressures resulting from pile driving measured throughout Northern California. Eight projects were reviewed for this compendium, for which both 16-inch and 24 piles were driven into the sea floor. Although the size of the piles for the proposed Naval Hospital pier and redeveloped Midway Pier would be 12-inches, the information presented in the compendium can be used to predict underwater sound levels from marine pile driving projects when site specific information is unavailable, and to determine the effectiveness of measures used to control the noise (CALTRANS 2007).

Table 2 presents the peak, RMS, and SEL average near-source (10 meters or approximately 33 feet) unattenuated sound pressures for in-water pile driving using an impact hammer for a 16-inch and 24-inch concrete pile.

Table 2: Average Sound Pressure Levels of Pile Driving Near Source

Pile Type and Approximate Size	Relative Water Depth	Average Sound Pressure (at 10 meters from the source)		
		Peak	RMS	SEL
16-inch concrete pile[1]	~ 7 meters (23 feet)	186 dB re 1µPa	169 dB re 1µPa	160 dB re $1\mu Pa^2 \cdot sec$
24-inch concrete pile[1]	~ 5 meters (15 feet)	185 dB re 1µPa	170 dB re 1µPa	160 dB re $1\mu Pa^2 \cdot sec$
24-inch concrete pile[2]	Unknown	183-193 dB re 1µPa	171-175 dB re 1µPa	160 dB re $1\mu Pa^2 \cdot sec$

Sources:
[1] CALTRANS 2007
[2] CALTRANS 2009

Transmission Loss:

Because it is not always possible to obtain all the information necessary to determine site-specific TL, as with the proposed action, the NMFS recognizes the Practical Spreading Loss model as the best method to generally determine how sound could travel away from a source.

Table 3 presents the Peak and RMS for pile driving at a distance of 33 feet from the source based on the source level data for a 16-inch diameter concrete pile at a depth of 23 feet (see Table 2). Table 3 also presents the SEL and accumulated SEL for pile driving a 24-inch diameter concrete pile, as these data were unavailable for a 16-inch diameter pile. The accumulated SEL, as referenced in the available literature, was calculated based on an average number of strikes it could take to drive a concrete pile to depth. According to CALTRANS (2009), a 24-inch concrete pile would take approximately 580 individual strikes for each pile to be driven to the expected depth. (Because more project-specific information was not available, this pile strike average was used for calculations and thus the accumulated SEL can also be considered conservative.)

Table 3: Average Sound Pressure Levels Of Pile Driving At A Distance Of 33 Feet from Source

Pile Type and Approximate Size	Relative Water Depth	Average Sound Pressure[1] (at 33 feet from the source)			
		Peak	RMS	SEL	Accumulated SEL
16-inch concrete pile	~ 23 feet	186 dB re 1µPa	169 dB re 1µPa	--	--
24-inch concrete pile	various			160 dB re 1µPa^2·sec	187 dB re 1µPa^2·sec

Source: CALTRANS 2007

Notes:
[1] The source levels (i.e., average sound pressure) used are the highest source levels within the range recorded for the 16-inch diameter pile.

Threshold Criteria. Table 4 provides the distance from the noise source at which each functional hearing group's (i.e. fish and sea turtles) hearing threshold would be reached, based on the Practical Spreading Loss model.

Table 4: NMFS Threshold Criteria for Fish & Sea Turtles Estimated TL Distance From Noise Source To Fish & Sea Turtle Noise Thresholds

Functional Hearing Group	Injury Threshold	Disturbance Threshold	Distance to Injury Threshold	Distance to Disturbance Threshold
Fish ≥ 2 grams	187 cumulative SEL (dB re 1 µPa^2·sec)	150 dB RMS (dB re 1µPa)	33 feet	83 feet
Fish ≤ 2 grams	183 cumulative SEL (dB re 1 µPa^2·sec)		66 feet	
Fish of all sizes	206 Peak (dB re 1µPa)		N/A	
Sea Turtles	166 dB RMS (dB re 1µPa)		50 feet	

Source: CALTRANS 2009; Morris 2012; Lecky 2009

Notes:
N/A = Not Applicable because the peak source level of the impact hammer (16-inch concrete pile: 186 dB re 1µPa peak) is less than that of the peak SPL injury threshold for all fish (206 dB re 1µPa peak)

Fish:

Potential physiological impacts on fish from underwater noise include impacts on the swim bladder as well as fish hearing. Bony fish maintain buoyancy through an internal air sac called a swim bladder. When a fish is exposed to a sound wave, gas in the swim bladder expands more than surrounding tissue during periods of underpressure and contracts more than surrounding tissue during periods of overpressure. This can cause the swim bladder to oscillate and result in tissue damage, including rupture of the swim bladder (Popper and Hastings 2009). Therefore, human-generated sources of noise can be fatal to fish.

Additionally, fish hearing can be impacted by noise such as that generated by pile driving. The primary auditory structures in a fish's inner ear are sensory hair cells and otoliths, which are dense calcified structures that overlie a tissue layer containing numerous sensory hair cells (State University of New York Stony Brook 2001). Exposure to higher levels of sound for shorter periods of time may result in damage to the sensory hair cells of the ear or temporary hearing loss, also referred to as Temporary Threshold Shift (TTS) in fish (Popper 2003; CALTRANS 2009).

The potential for injury to fish species from pile driving is based on dual criteria thresholds as noted in Table 4. These thresholds were developed by the 2004 Fisheries Hydroacoustic Working Group (FHWG) composed of the Federal Highway Administration; departments of transportation in California, Oregon, and Washington; representatives from NOAA Fisheries, the USFWS, and the U.S. Army Corps of Engineers. These thresholds were developed to take into account the three major effects associated with pile driving: non-auditory tissue damage, auditory tissue damage (hair cell damage), and TTS (FHWG 2008). NMFS recognizes these thresholds as the accepted criteria to determine injury to fish species. To determine potential behavioral effects to fish species of all sizes, NMFS uses 150 dB re 1µPa RMS SPL as the threshold criteria.

Based on the conservative calculations described above, it is expected that injury based on accumulated SEL could occur to fish greater than 2 grams (i.e. Atlantic sturgeon) within 33 feet of impact pile driving and to fish less than 2 grams within 66 feet of impact pile driving. Behavioral disturbance could occur to fish of all sizes within 83 feet of impact pile driving (see Table 4). However, because the ensonified area is very small and mitigation measures such as a bubble curtain will be put in place, it is expected that these areas would be reduced in size. Should Atlantic sturgeon, alewife or blueback herring be found within the vicinity of either project area, they would be able to detect pile-driving noises which, as a result, may elicit an avoidance response to the waters around the in-water project area.

If any of the three species were present, using the established injury thresholds for fish and comparing them with the summary of pile driving sound levels (Table 3), the peak threshold for injury would not be exceeded. There is a potential for impact based on accumulated SEL for a single pile within at least 33 feet of active impact pile driving and behavioral disturbance within 83 feet of impact pile driving (Table 3). However, it is anticipated that any protected fish would not be subject to these injurious levels of sound, as mitigation, such as bubble curtains, to reduce the sound levels would be implemented during future redevelopment.

To mitigate potential impacts on protected fish species, mitigation measures could include:

- Install a bubble curtain to reduce in-water noise during pile driving.
- Drive piles with a cushion made of wood to reduce pressure pulse (Miller et al. 2010).

After pile driving stops, fish would likely return to the area. Popper and Hastings (2009) reported that various fish species have been found to abandon areas when the sound from human activities surpasses the local ambient noise levels, only to return after the sound source has been removed and ambient noise levels return to normal. Therefore, it could be assumed that fish may alter their normal behavior, including startle response and avoidance of the immediate

construction area, but as pile driving and dredging would be short-term, occurrence of these species near the construction areas would not change significantly.

Based on the efforts to reduce the level of sound produced by the pile driving, and the already small calculated transmission loss distances (e.g. 83 foot behavioral disturbance), the only impacts from pile driving are expected to be behavioral disturbance and would only be temporary in duration; therefore the effects of pile driving on Atlantic sturgeon, alewife and blueback herring, if they were present during the construction window, would not be significant or adverse, and are not expected to result in any "take" of a listed species or species of concern.

Sea Turtles:

Similar to fish, in-water noise may also be audible to sea turtles within the vicinity of the project areas. Sea turtles are expected to avoid disturbing levels of sound originating from impulsive sources (O'Hara & Wilcox 1990; McCauley et al. 2000). There are currently no official threshold criteria for either potential injury or behavioral disturbance/harassment for sea turtles. However, McCauley et al. (2000) reported that impulsive source levels of 166 dB re 1µPa RMS were required to induce a behavioral reaction in captive green and loggerhead sea turtles. Based on this information, NMFS has determined that source levels of 166 dB re 1µPa RMS or greater could cause behavioral disturbance and/or other behavioral or physiological impacts (Lecky 2009). Little information is available regarding the potential biological consequences of hearing loss or behavioral responses associated with in-water construction noise. There is also little known about the potential short-term or long-term impacts to sea turtle populations from exposure to impulsive noise sources such as impact pile driving.

Based on the threshold level used by NMFS, there is the potential for disturbance to sea turtles should impact pile driving occur when sea turtles are present in Narragansett Bay (early summer through late fall). Based on the Practical Spreading Loss model, it is expected that disturbance to sea turtles could occur within 50 feet of active impact pile driving (see Table 3). It is likely that sea turtles would avoid the areas where in-water construction was occurring. Therefore, it is expected that impacts to sea turtles would be temporary in nature, and result in temporary displacement during pile driving and construction activities. However, large numbers of sea turtles are not expected to be exposed to pile driving noise during the time frame of in-water work due to the limited spatial scale of the construction and the low density of sea turtles within the Narragansett Bay, and in particular within the vicinity of both the former Naval Hospital and the Defense Highway / Stringham Road Corridor properties. Also, the implementation of the potential mitigation measures described above for fish would reduce the risk of sea turtles being exposed to harassing levels of sound. In addition to the possible mitigation measures described above, a trained Protected Species Observer stationed at shore-side locations or in a boat could also be present during all pile-driving activities to monitor for the presence of sea turtles. Should a sea turtle be observed within 50 feet of active impact pile driving, work could be stopped until the animal has exited the area. As such, the effects of pile driving on loggerhead, Kemp's ridley, leatherback and green sea turtles would not be significant or adverse, and are not expected to result in any "take" of a listed species.

EFH:

Based on the analysis provided above, noise generated by pile driving will not adversely affect designated EFH within the Narragansett Bay.

4.2 Water Quality Effects of Pile Driving:

During construction, sediment would be displaced as the pilings are embedded in the bottom sediments. This would displace a volume of sediment at least equivalent to the volume of pilings below the subsurface. The displacement of this sediment volume would increase suspended sediment and turbidity during the pile-driving operation but it would be localized in the project area and would settle soon thereafter (i.e., typically within one to several hours). Once in place, concrete pilings would not impact surface waters because concrete is an inert material and not chemically coated and therefore does not leach creosote, heavy metals, or other coating agents.

Removal of the existing pier at the Defense Highway/Stringham Road Corridor property would include dredging with a clamshell bucket, as well as possible piling removal. Pilings would be removed by either direct-pull or vibratory extraction. The resuspension of bottom sediments (assumed to be clay-silt) during both the installation of the new piers and the removal of existing piers would likely have a short-term, minor adverse impact on the water column.

Resuspended bottom sediments may also contain contaminants formerly buried in the sediments. Subsequent oxidation of sulfides, reduced iron, and organic matter associated with the suspended sediments would consume some DO in the water column. Overall, the impacts of sediment resuspension from these activities on DO concentrations would be minimal because of the small area of disturbance compared to the greater Narragansett Bay area and the effects would be spatially limited to the areas immediately surrounding the project sites. Furthermore, the suspended sediments would settle soon thereafter (i.e., typically within one to several hours). The impacts of sediment resuspension from these activities on DO concentrations would be minimal because of the small area of disturbance compared to the greater Narragansett Bay area.

Increased suspended sediment concentrations generated by propeller wash from construction vessel traffic and pile driving activities, could result in reduced light transmittance and increased oxygen demand, the latter leading to reduced dissolved oxygen concentrations. Increases in turbidity and decreases in dissolved oxygen concentrations are known to be harmful to marine species. For example, studies investigating turbidity impacts on salmon from large scale sediment dredging operations showed that increased turbidity levels from these activities caused adverse effects (Redding et al. 1987; Servizi and Martens 1991; Nightingale and Simstead 2001a). However, these effects are spatially limited to the areas immediately surrounding the project site.

Increased turbidity would likely result in displacement of protected fish species and sea turtle species should they be present during in-water construction; however, displacement would be temporary (up to several hours) and limited to the time of in-water construction. There would be minimal degradation of the water column, with little to no impact on dissolved oxygen levels in the vicinity of the proposed project area because of the small area of disturbance compared to the greater Narragansett Bay size. Also, protected fish species and sea turtle species occurring in the area are already exposed to turbidity from existing vessel traffic in the Bay and the nearby NAVSTA Newport and East Passage Yachting Center / Melville marinas. As a result, the effects of suspended sediment resulting from construction activities on Atlantic sturgeon, alewife, blueback herring and any sea turtle species would not be significant or adverse, and are not expected to result in any “take” of a listed species or species of concern.

EFH:

Based on the analysis provided above, water quality impacts resulting from in-water construction activities will not adversely affect designated EFH within the Narragansett Bay.

4.3 Habitat Loss from Pile Installation:

The portions of benthic communities within the footprint of the individual piles supporting the fishing pier and floating piers, as well as in the proposed area for dredging, would likely be destroyed, resulting in a minor, permanent loss of benthic substrate in the Narragansett Bay. Benthic organisms, especially slow-moving, fixed, or sediment-dwelling organisms (such as clams, small crustaceans, marine snails, sea cucumbers, worms, urchins, and sea stars) would be most vulnerable to this impact. Larger or more mobile benthic species such as the crab, shrimp, or groundfish would likely sense the construction activity and could move out of the area. Nevertheless, it is possible that these species may not sense which direction to move to avoid dredging, or become disoriented and could be caught directly by the dredge. The amount of suspended sediments settling in the surrounding area would not be significant enough to bury benthic species in the area. Within a few hours of the dredging, mobile benthic scavenger species such as crab, shrimp, and sea stars would likely migrate to the impact area to feed on benthic organisms that had been crushed or injured.

The decrease in soft-bottom habitat (the footprint of the piles) and increase in hard substrate habitat would result in a localized change in species composition over the long term. Benthic species that burrow into a substrate, such as clams and worms, thrive in particular types of materials. By replacing (very small) portions of the seafloor with pilings, pre-construction benthic communities would be slightly altered by the proposed action. The pilings would increase the available in-water surface area and create colonization sites for hard-bottom species such as mussels (*Mytilus* spp.), barnacles (*Balanus* spp.), and sea anemones (the fouling community, or the community of organisms found on artificial surfaces). The new community also would support other species such as copepods, amphipods, annelids, gastropods, and sea stars that would feed and take refuge in the newly created environment (Kozloff 1996).

Filter- and suspension-feeding invertebrates (e.g., bivalves, tunicates, crustaceans, and some polychaetes) may close their shells, suspend feeding, or increase feeding rates in response to turbidity increases (LaSalle et al. 1991; Cruz-Rodriguez and Chu 2002). Marine invertebrates have been shown to be tolerant of relatively high suspended solid concentrations over periods of hours to days, with adverse impacts limited to prolonged exposures (e.g., continuously up to 21 days) and/or to high concentrations (e.g., fluid mud) (reviews in LaSalle et al. 1991; O'Connor 1991; Clarke and Wilber 2000). However, because of the limited time pile driving and dredging would occur (i.e., minutes at a time for several days) along with the limited increase in turbidity levels, there would not be a significant loss of benthic species in the vicinity of project areas.

None of the protected species or species of concern discussed in this analysis are known to occur specifically within the vicinity of the former Naval Hospital or the Defense Highway/Stringham Road Corridor properties. Therefore, while the Atlantic sturgeon, Northwest Atlantic DPS of loggerhead sea turtle, Kemp's ridley sea turtle, leatherback sea turtle, green sea turtle, alewife, and blueback herring may be found within Narragansett Bay during specific seasons, their lack of known occurrence specifically near the two proposed construction areas indicates that habitat conditions of the Bay within the project area may not be ideal for these species. Therefore, the minimal loss of benthic substrate resulting from the proposed project would not result in any significant or adverse impacts to the species discussed here.

EFH:

Based on the analysis provided above, the minimal loss of benthic substrate resulting from the proposed project will not adversely affect designated EFH within the Narragansett Bay.

4.4 Impacts to Marine Vegetation (EFH Assessment Only):

Marine fish use aquatic vegetation habitat for foraging and refuge. One of the most important marine vegetation types to the marine ecosystem is eelgrass. Eelgrass beds produce large amounts of carbon that fuel nearshore food webs. This environment offers habitat to various life stages of many marine species, including shellfish, such as crabs and bivalves. Within the vicinity of the former Naval Hospital property, there is no eelgrass present; therefore, there would be no impacts to the HAPC.

The proposed redevelopment of the former Midway Pier at the Defense Highway/Stringham Road Corridor property would be located within the same footprint as the existing pier. This would result in approximately 0.005 acres of disturbance of seafloor. However, the eelgrass beds that are located along the waterfront near the proposed shoreline park would not be directly impacted during construction of the pier because the development footprint does not overlap with the mapped locations of eelgrass.

Research has shown that light-blocking overwater structures can directly impact benthic productivity in underlying substrates (Simenstad et al. 1999). Dock height over the marine bottom is an important variable for predicting the relative light reaching the marine vegetation such as eelgrass, and therefore, the eelgrass bed quality under these structures. In general, increased dock height reduced the intensity of shading by providing a greater distance for light to diffuse and refract around the dock surface before reaching the eelgrass canopy (Nightingale and Simenstad 2001b). The overwater floating docks at the former Naval Hospital property would increase shading in the immediate area, more so than if they were fixed and elevated. However, no eelgrass beds or other marine vegetation are located near the Naval Hospital property; therefore, there would be no impact to these resources.

At the Defense Highway/Stringham Road Corridor property, the pier currently at the site would be reconstructed within the existing pier footprint. This pier would be fixed, not floating. The elevation would allow sufficient light to diffuse and refract under the pier. Furthermore, the existing pier is located far enough from nearby eelgrass beds that overshading from the reconstructed pier is unlikely to significantly impact the HAPC in Narragansett Bay.

5.0 Conclusions:

5.1 ESA Section 7 Effects Determination:

Based on the foregoing analysis for ESA listed species, the Navy has determined that the proposed action will (1) have no effect on North Atlantic right whale or humpback whale; (2) may affect, but with implementation of mitigation measures by a future redeveloper, is not likely to adversely affect Atlantic sturgeon, Northwest Atlantic DPS of loggerhead sea turtle, Kemp's ridley sea turtle, leatherback sea turtle, and green sea turtle; and (3) is not likely to jeopardize the continued existence of the alewife or blueback herring.

5.2 EFH Effects Determination:

Designated EFH within the vicinity of each project site would be affected as a result of temporary disturbance and displacement of fish; temporary increase in sediment loads and turbidity in the water column; and a minor but permanent disruption of benthic communities within the footprint of the individual piles and dredged area. The effects would generally be minor and short term, and would be further offset by implementation of mitigation measures. No eelgrass beds would be directly impacted by the proposed activity. As a result, the Navy has determined environmental impacts from the proposed reconstruction of the piers will not adversely affect designated EFH within the Narragansett Bay. All impacts are expected to be minor and short-term in nature.

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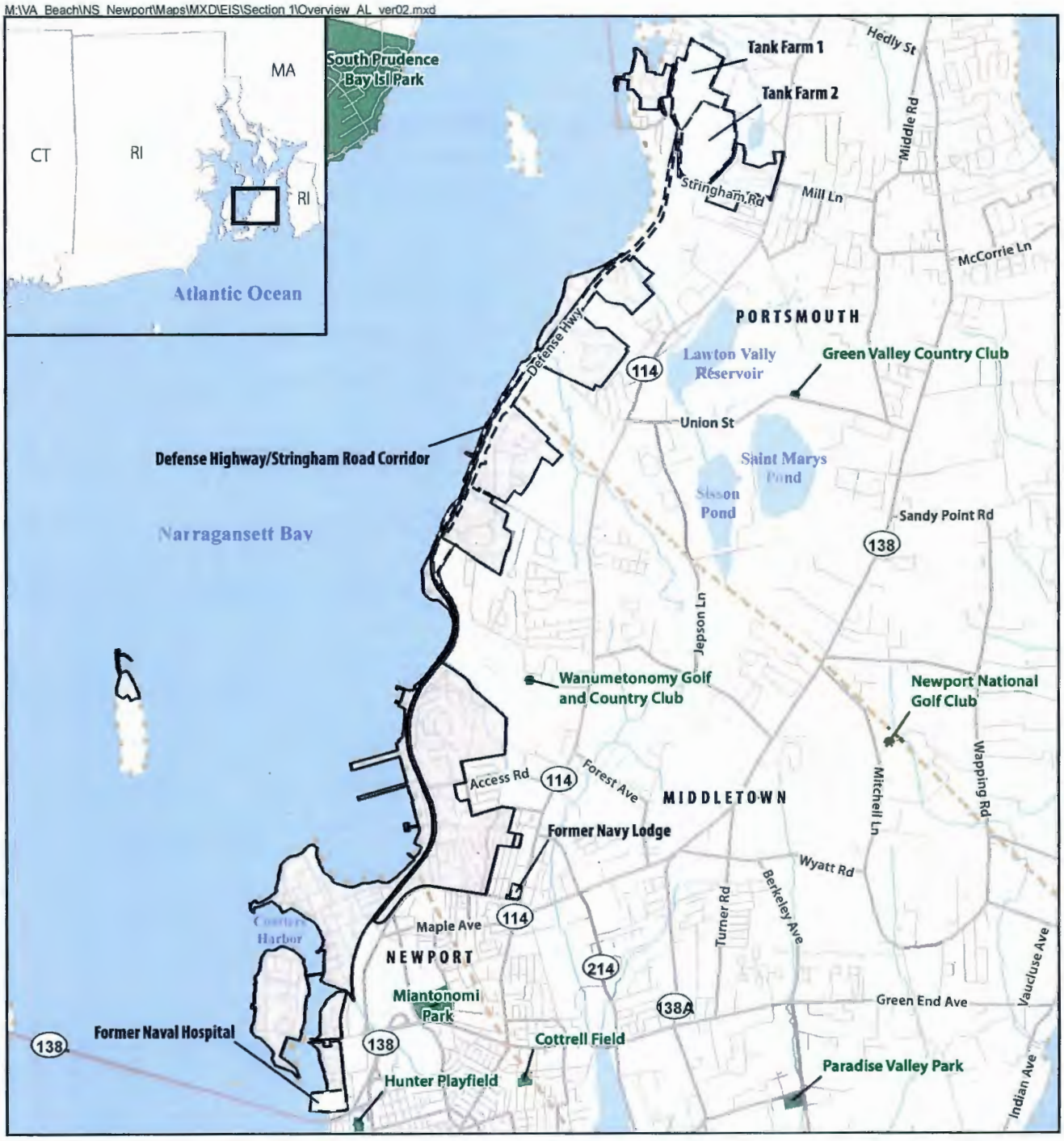


Legend

- Street
- Major Road
- Surplus Properties
- Installation Boundary
- Municipality Boundary
- Recreation Areas
- Parks

SCALE

0 0.5 1 Miles

Enclosure 2

Location of Surplus Property

NAVSTA Newport, Rhode Island

SOURCE: U.S. Department of the Navy 2009

Path: M:\VA_Beach\NS_Newport\Maps\MXD\EIS\Section 2\Former_Naval_Hospital_Alt_1_AL_ver02.mxd

Enclosure 3

Former Naval Hospital Property Proposed Redevelopment

NAVSTA Newport, Rhode Island

Legend

- Property Boundary

Proposed Land Use

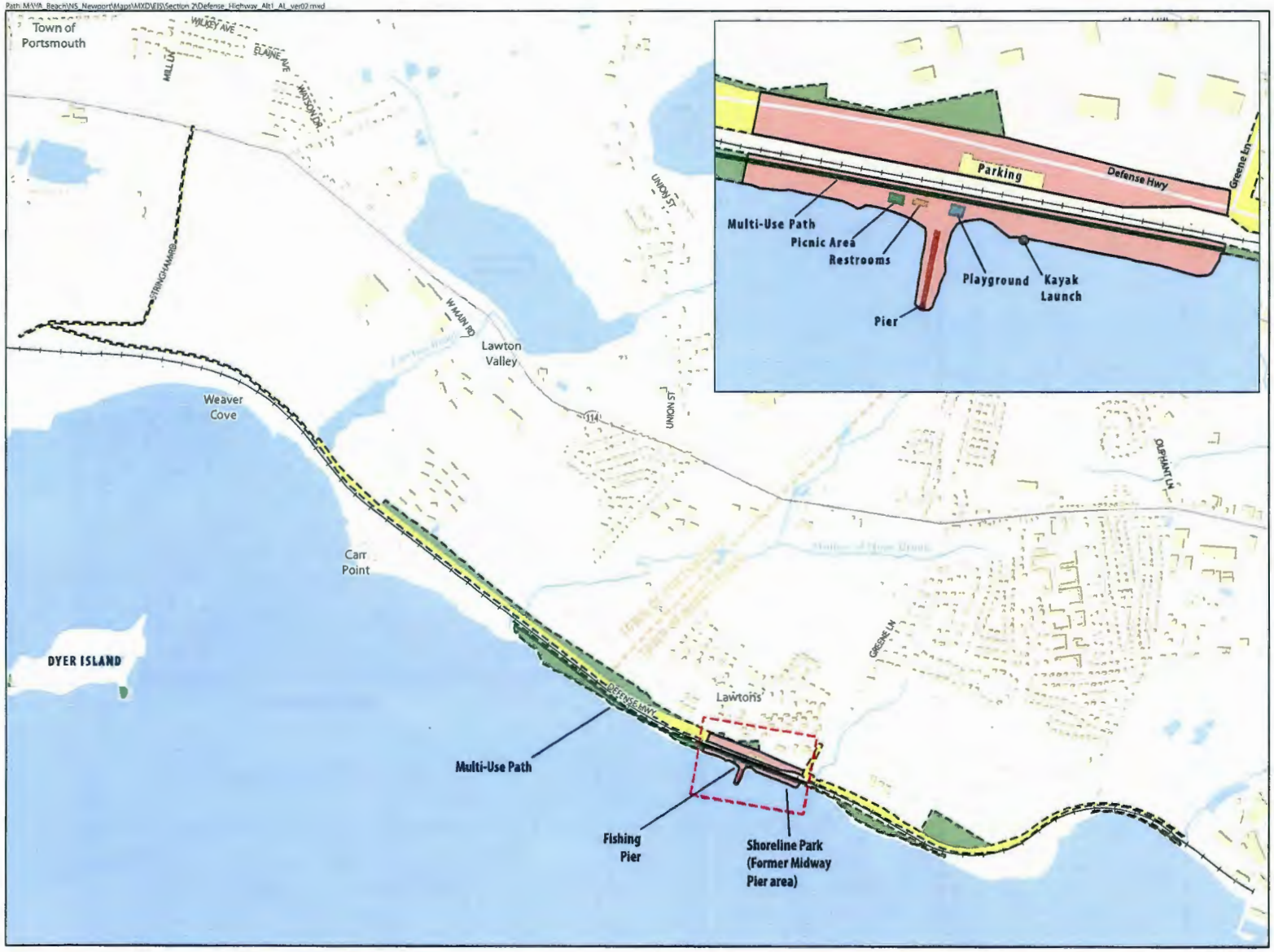
- Boat Storage Facility
- Floating Dock
- Hotel/Retail/Restaurant
- Open Space
- Parking/Access
- Path
- Residential
- Waterfront Park

SCALE

0 150 300 Feet

SOURCE: RKG Associates 2011

Path: M:\VA_Beach\NS_Newport\Maps\MXD\EIS\Section 2\Defense_Highway_Alt1_AL_ver02.mxd



Enclosure 4

Defense Highway/Stringham Road Corridor Property Proposed Redevelpment

NAVSTA Newport, Rhode Island

Legend

- Street
- Rail Road
- Town Boundary
- Rivers/Streams
- Waterbody
- Property Boundary

Proposed Land Use

- Defense Highway/Stringham Road
- Open Space
- Multi-Use Path
- Shoreline Park

SCALE

0 0.25 0.5 Miles

SOURCE: RKG Associates 2011

DEPT	INITIAL	DATE
CO		
XO		
CMC		
SEC/		
ADMIN/D. MATHERNE		
ADMIN/C. DIVONA		

SUBJECT
Categorical Exclusion for signature.

NMFS NOAA INFORMAL CONSULT FOR BRAC EXCESS PROPERTIES

RECOMMENDATION
Please review and sign.

SUMMARY

Letter to NOAA NMFS to consult informally on sensitive species and essential fish habitat under the Endangered Species Act and the Magnuson-Stevens Fishery Conservation and Management Act.

ORIGINATOR NAME/DATE	ORIGINATOR DEPARTMENT
Shannon Kam, 27 Mar 2014	Environmental, Code PRR41
ORIGINATOR PHONE	RETURN TO
841-6377	Shannon Kam

LOCATION: S/NAVSTA/Incoming Admin/Forms/CorresRtgSheet Mar 11

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

MAY - 5 2014

D. D. Dorocz
Environmental Division Director
Department of the Navy
Naval Station Newport
690 Peary Street
Newport, RI 02841

Re: ESA Section 7 and EFH comments on Naval Station Newport Rhode Island surplus property project

Dear D. D. Dorocz:

We have completed an Endangered Species Act (ESA) section 7 consultation in response to your letter dated March 27, 2014 regarding the proposed construction activity at Naval Station (NAVSTA) Newport. We concur with your determination that the proposed project may affect, but is not likely to adversely affect, any species listed by us as threatened or endangered under the ESA of 1973, as amended. Our supporting analysis is provided below.

Proposed Project
You are proposing activities for the redevelopment of property at NAVSTA Newport which is located on the western shore of Aquidneck Island in Newport County, RI. Construction activity is expected to take place between November and May.

Two concrete floating docks will be installed at the former Naval Hospital Property. Each floating dock will be 8 feet by 90 feet. The floating docks will be supported by pontoons and anchored in place with 1 foot by 1 foot square, concrete piles. The piles will be installed via an impact hammer.

At the Defense Highway/Stringham Corridor Property, an existing 250 foot long pier will be removed. This will involve using a clamshell bucket dredge, direct pull of the piles, and/or vibratory extraction method. A new 15 foot wide by 250 foot long concrete pier will be installed. Concrete piles will be installed via the same method described above.

NMFS Listed Species in Project Area

The action area is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action" (50 CFR§402.02). For this project, the action area includes the project footprint as well as the underwater area where effects of dredging and pile driving (*i.e.,* increase in suspended sediment, elevated levels of underwater noise) will be experienced. Based on analysis of other mechanical dredging activities (Burton 1993; ACOE 2007), suspended sediment plumes are expected to be fully dissipated at a distance of 620-1,500 meters from the dredge site. The exact size of the plume is influenced by the particular dredge used, the dredge operator, sediment type, strength of current and tidal stage and is likely to vary throughout the project. Regardless of these variables, the maximum distance of increased suspended sediment is likely to be 1,500 meters from the dredge bucket. Analysis of drilling and pile driving activities indicate that effects of increased under water noise will be experienced from a 10-1,000 meter radius of the pile to be driven/drilled (Illingworth and Rodkin, Inc. and Jones and Stoke 2009; HDR Alaska, Inc 2011). As such, the action area is considered to be that area within the Narragansett Bay located within a 1,500 meter radius from the area to be dredged and a 10-1,000 meter radius of piles being driven. This area is expected to encompass all of the effects of the proposed project.

Sea Turtles

Four species of federally listed threatened or endangered sea turtles under our jurisdiction may be found seasonally in the coastal waters of Rhode Island: the threatened Northwest Atlantic Ocean distinct population segment (DPS) of loggerhead (*Caretta caretta*), and the endangered Kemp's ridley (*Lepidochelys kempi*), green (*Chelonia mydas*) and leatherback (*Dermochelys coriacea*) sea turtles, although leatherbacks are found in deeper, more offshore waters and are unlikely to occur in the action area. In general, listed sea turtles are seasonally distributed in coastal U.S. Atlantic waters, migrating to and from habitats extending from Florida to New England, with overwintering concentrations in southern waters. As water temperatures rise in the spring, these turtles begin to migrate northward. As temperatures decline rapidly in the fall, turtles in northern waters begin their southward migration. Sea turtles are expected to be in the coastal waters of Rhode Island in warmer months, typically when water temperatures are at least 15°C. This generally coincides with the months of May through November, with the highest concentration of sea turtles present from June through October (Morreale 1999; Morreale 2003; Morreale and Standora 2005; Shoop and Kenney 1992). Overlap between sea turtle presence and the proposed project would occur in May and November.

As the project area is shallower (less than 16 feet) than areas in the Northeast where sea turtles typically occur, sea turtles are not likely to be present in the sites of the proposed project. However, as sea turtles are known to be present in Rhode Island waters from May through November, they may be present in the action area.

Atlantic Sturgeon

There are five DPSs of Atlantic sturgeon listed as threatened or endangered. Atlantic sturgeon originating from the New York Bight, Chesapeake Bay, South Atlantic and Carolina DPSs are listed as endangered, while the Gulf of Maine DPS is listed as threatened. The marine range of all five DPSs extends along the Atlantic coast from Canada to Cape Canaveral, Florida.

Atlantic sturgeon spawn in their natal river, with spawning migrations generally occurring during February-March in southern systems, April-May in Mid-Atlantic systems, and May-July in Canadian systems (Murawski and Pacheco 1977; Smith, 1985; Bain 1997; Smith and Clugston 1997; Caron *et al.* 2002). Young remain in the river/estuary until approximately age 2 and at lengths of 30-36 inches before emigrating to open ocean as subadults (Holland and Yelverton 1973; Dovel and Berggren 1983; Dadswell 2006; ASSRT 2007). After emigration from the natal river/estuary, subadults and adult Atlantic sturgeon travel within the marine environment, typically in waters between 16 to 164 feet in depth, using coastal bays, sounds, and ocean waters (Vladykov and Greeley 1963; Murawski and Pacheco 1977; Dovel and Berggren 1983; Smith 1985; Collins and Smith 1997; Welsh *et al.* 2002; Savoy and Pacileo 2003; Stein *et al.* 2004; Laney *et al.* 2007; Dunton *et al.* 2010; Erickson *et al.* 2011). Atlantic sturgeon are occasional visitors to the project area (Dillingham *et al.* 1993), most likely while making coastal migrations or while foraging for benthic invertebrates, shellfish, or small fish.

Based on the above information, adult and subadult Atlantic sturgeon from any of five DPSs could occur in the action area; however, as Atlantic sturgeon spawn in freshwater portions of large rivers and early life stages are not tolerant of salinity, no eggs, larvae or juvenile Atlantic sturgeon will occur in the action area.

Effects of the Action

Dredging

Capture of ESA-listed species in dredge

A mechanical dredge outfitted with a clamshell bucket will be used for this project. Sea turtles are not known to be vulnerable to capture in mechanical dredges, presumably because they are able to avoid the relatively slow moving dredge bucket. As noted above, sea turtles are unlikely to occur in the area where dredging will occur. However, even if a transient sea turtle were present, no sea turtles are likely to be injured or killed as a result of dredging operations.

In order to become captured in the dredge bucket, an Atlantic sturgeon would have to be on the bottom. Sturgeon do occur on the bottom while foraging; however, because the dredge moves slowly and the area affected by the dredging is very small, it is likely that subadult or adult Atlantic sturgeon would easily be able to avoid the dredge. This assumption is supported by recent monitoring work, completed in the James River (Virginia) and the Delaware River (New Jersey). During these two studies, the movements of tagged Atlantic and/or shortnose sturgeon were tracked near a dredge; no interactions between sturgeon and the dredge occurred. Some tagged sturgeon moved through the area where the dredge was operating multiple times during the study. The risk is further increased at overwintering areas because evidence suggests that sturgeon may be less responsive to stimuli while overwintering, which may make it less likely that sturgeon would avoid a dredge during this time period. However, because no overwintering sturgeon are likely to occur in the action area, these increased risk factors are not present. Based on our analysis, it is unlikely that any Atlantic sturgeon would be captured in a clamshell bucket dredge operating at NAVSTA.

Effects on Foraging and Migration
The dredge sites within Narragansett Bay may provide suitable forage for Atlantic sturgeon and sea turtles (e.g., polychaetes, bivalves, gastropods, and eelgrass adjacent to the channel) (ACOE 2014). Given the depths of the project area (less than 16 feet), sea turtles are not likely to be present in the area; however, opportunistic foraging may occur at these sites and thus, dredging could cause effects to sturgeon and sea turtles by reducing prey species through the alteration of existing biotic assemblages and habitat. Any reduction would be temporary (i.e., recolonization will begin within two months, with complete recolonization in a year; Burlas *et al.* 2001; Guerra-Garcia and Garcia-Gomez 2006) and would not result in the removal of critical amounts of prey resources to either species. While some nearshore areas may be more desirable to certain turtles or sturgeon due to prey availability, there is no information to indicate that the nearshore areas proposed for dredging have more abundant sturgeon and turtle prey or better foraging habitat than other surrounding areas.

Sturgeon and sea turtles are not likely to be more attracted to the nearshore waters of the action area than to other foraging sites in the waters of Rhode Island, and should be able to find sufficient prey in these alternate areas. As the proposed action will not alter the habitat in any way that prevents sturgeon or sea turtles from using the action area as a migratory pathway to other areas that may be more suitable for foraging, there would not be any disruption of essential behaviors such as migrating or foraging. Based on this and the best available information, while dredging activities may temporarily disrupt normal feeding behaviors for sturgeon and sea turtles by causing them to move to nearby areas, dredging activities are not likely to remove critical amounts of prey resources or alter the habitat in any way that prevents sturgeon and sea turtles from accessing suitable forage. We therefore conclude that any disruption to normal sea turtle or sturgeon foraging or migration will be insignificant.

Water Quality Effects of Dredging Operations
Dredging operations cause sediment to be suspended in the water column. This results in a sediment plume in the water, typically radiating from the dredge site and decreasing in concentration as sediment falls out of the water column as distance increases from the dredge site. The nature, degree, and extent of sediment suspension around a dredging operation are controlled by many factors including: the particle size distribution, solids concentration, and composition of the dredged material; the dredge type and size, discharge/cutter configuration, discharge rate; operational procedures used; and the characteristics of the hydraulic regime in the vicinity of the operation, including water composition, temperature and hydrodynamic forces (i.e., waves, currents, etc.) causing vertical and horizontal mixing (ACOE 1983). The turbidity plume associated with a typical mechanical dredging operation extends approximately 304 meters at the surface and 488 meters near the bottom (ACOE 1983). The maximum distance reported in the literature is 1,500 meters, which occurred in an area with very strong tidal currents (ACOE 2007). Several studies have monitored sediment plumes associated with dredging projects along the Atlantic coast. Turbidity levels associated with these sediment plumes typically range from 26-350mg/L (ACOE 2007, Anchor Environmental 2003) with the highest levels detected adjacent to the dredge bucket and concentrations decreasing with greater distance from the dredge (ACOE 2007). The proposed dredging will cause a temporary increase

in the amount of sedimentation in the action area; however, suspended sediment is expected to settle out of the water column within a few hours and any increase in turbidity will be short term.

No information is available on the effects of TSS on juvenile and adult sea turtles. Studies of the effects of turbid waters on fish suggest that concentrations of suspended solids can reach thousands of milligrams per liter before an acute toxic reaction is expected (Burton 1993). TSS is most likely to affect Atlantic sturgeon and sea turtles if a plume causes a barrier to normal behaviors or if sediment settles on the bottom affecting prey. As Atlantic sturgeon and sea turtles are highly mobile they are likely to be able to avoid any sediment plume and any effect on sea turtle and Atlantic sturgeon movements is likely to be insignificant. Additionally, the TSS levels expected for dredging (20 to 350 mg/L) are below those shown to have an adverse effect on fish (580.0 mg/L for the most sensitive species, with 1,000.0 mg/L more typical; see summary of scientific literature in Burton 1993) and benthic communities (390.0 mg/L (EPA 1986)); therefore, effects to benthic resources that sturgeon or sea turtles may eat are extremely unlikely. While the increase in suspended sediments may cause Atlantic sturgeon and sea turtles to alter their normal movements, any change in behavior is likely to be insignificant as it will only involve short term, localized movements to alter course out of the sediment plume and is not likely to affect the movement or migration ability of Atlantic sturgeon and sea turtles. Based on this information, the effect of suspended sediment resulting from dredging activities on Atlantic sturgeon or sea turtles will be insignificant.

Pile Driving

The installation of piles via pile driving can produce underwater sound pressure waves that can affect aquatic species. The proposed project will involve the installation of concrete piles via an impact hammer. Based on the available literature (*i.e.,* Illingworth and Rodkin, Inc. and Jones and Stoke, 2009), the table below (Table 1) describes the estimated average underwater noise levels produced by the driving of this type of pile. No information is available for 12 inch concrete piles, so we will use data for 16 inch concrete piles. The estimated underwater noise levels are taken from a distance of 10 meters from the pile being driven.

Table 1. Estimated average underwater noise levels (within 10 meters) produced by the driving of concrete piles.

Type Pile	Hammer Type	Estimated Peak Noise Level (dB_{Peak}[1])	Estimated Pressure Level (dB_{RMS}[2])	Estimated cumulative sound exposure level (cSEL)[3]
16-inch concrete pile	Impact	186	169	160

As the distance from the source increases, underwater sound levels produced by pile driving are known to dissipate rapidly (Illingworth and Rodkin Inc. and Jones and Stoke 2009). Using data from Illingworth and Rodkin, Inc. and Jones and Stoke (2009), underwater noise levels produced from the driving of concrete piles will attenuate approximately 5 dB every 10 meters.

Sea Turtles

There is little known about the hearing capabilities of sea turtles, and there is little available information on the effects of noise on sea turtles. Some studies have demonstrated that sea turtles have fairly limited capacity to detect sound, although all results are based on a limited number of individuals and must be interpreted cautiously. Most recently, McCauley *et al.* (2000) noted that decibel levels of 166 dB re $1\mu Pa_{RMS}$ were required before any behavioral reaction (e.g., increased swimming speed) was observed, and decibel levels above 175 dB re $1\mu Pa_{RMS}$ elicited avoidance behavior of sea turtles. The study done by McCauley *et al.* (2000), as well as other studies done to date, used impulsive sources of noise (*e.g.,* air gun arrays) to ascertain the underwater noise levels that produce behavioral modifications in sea turtles. As no other studies have been done to assess the effects of noise sources on sea turtles, McCauley *et al.* (2000) serves as the best available information on the levels of underwater noise that may produce a startle, avoidance, and/or other behavioral or physiological response in sea turtles. Based on this information, we believe that any underwater noise level at or above 166 re $1\mu Pa_{RMS}$ has the potential to adversely affect sea turtles (*e.g.,* injury, temporary threshold shifts).

As described above, sound levels may be as high as 169 dB re $1\mu Pa_{RMS}$ within 10 meters of the concrete pile being driven with an impact hammer and thus, at a distance beyond approximately 20 meters from the concrete piles being driven, noise levels will be below 166 dB re $1\mu Pa_{RMS}$. As noted above, the project area is not known to be a high use area for sea turtles and as such, it is extremely unlikely that sea turtles will occur within 0 to 20 meters of the piles being driven and therefore, be exposed to under water noise levels at or above 166 dB re $1\mu Pa_{RMS}$.

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[1] Peak sound pressure level is the largest absolute value of the instantaneous sound pressure and is expressed as dB re: 1 μPa.

[2] Root Mean Square (RMS) pressure is the square root of the time average of the squared pressure and is expressed as dB re: 1 μPa. Current thresholds for determining impacts to sea turtles typically center around RMS.

[3] Sound Exposure Level (SEL) is defined as that level which, lasting for one second, has the same acoustic energy as the transient and is expressed as dB re: $1\mu Pa^2 \cdot sec$. Accumulative or cumulative SEL (cSEL) is calculated as SELcumulative = SELsingle strike + 10 log (# of pile strikes).

Additionally, based on the habitat characteristics of the portion of the action area where piles will be installed, and when the action will occur (November - May), it is extremely unlikely that sea turtle species will occur in the action area where pile driving will occur and therefore, it is extremely unlikely that sea turtles will be exposed to adverse elevated sound levels. Based on this information, the noise effects of pile driving on sea turtles is discountable.

Atlantic sturgeon

Pile driving affects fish through underwater noise and pressure which can cause effects to hearing and air containing organs, such as the swim bladder. Effects to fish can range from temporary avoidance of an area to death due to injury of internal organs. The type and size of pile, type of installation method (*i.e.,* vibratory vs. hammer), type and size of fish (smaller fish are more often impacted), and distance from the sound source (*i.e.,* sound attenuates over distance so noise levels are greater closer to the source) all contribute to the likelihood of effects to an individual fish. The available literature on effects of pile driving on aquatic species is difficult to summarize due to inconsistent methods of measuring underwater sound, the diversity of pile driving methods and receiving substrates, and the differing tolerances of aquatic species to underwater noise. Generally, however, the larger the pile and the closer a fish is to the pile, the greater the likelihood of effects.

An interagency work group, including the U.S. Fish and Wildlife Service (USFWS) and NMFS, has reviewed the best available scientific information and developed criteria for assessing the potential of pile driving activities to cause injury to fish (Fisheries Hydroacoustic Working Group (FHWG) 2008). The workgroup established dual sound criteria for injury, measured 10 meters away from the pile, of 206 dB re 1 μPa_{Peak} and 187 dB accumulated sound exposure level (dBcSEL; re: $1\mu Pa^2 \cdot sec$) (183 dB accumulated SEL for fish less than 2 grams). While this work group is based on the U.S. West Coast, species similar to Atlantic sturgeon were considered in developing this guidance (green sturgeon). As these species are biologically similar to the species being considered herein, it is reasonable to use the criteria developed by the FHWG.

Based on the best available information, peak pressure levels and cSEL levels produced by the driving of concrete piles described in Table 1 will produce underwater noise levels below 206 dB re 1 μPa_{Peak} and 187cSEL (see Table 1) within 10 meters of the pile being driven. In addition, only transient Atlantic sturgeon are likely to be in the action area and as such, it is extremely unlikely that sturgeon will be found in the area where piles will be installed and thus, within 0 to 10 meters of the piles being driven. As such, the installation of piles is extremely unlikely to cause injury to Atlantic sturgeon.

In addition, for purposes of assessing behavioral effects of pile driving at several West Coast projects, NMFS has employed a 150 dB re 1 μPa_{RMS} sound pressure level criterion at several sites, including the San Francisco-Oakland Bay Bridge and the Columbia River Crossings. As we are not aware of any studies that have considered the behavior of Atlantic sturgeon in response to pile driving noise, given the available information from studies on other fish species (*i.e.,* Anderson *et al.* 2007; Purser and Radford 2011; Wysocki *et al.* 2007), we consider 150 dB re 1 μPa_{RMS} to be a reasonable estimate of the noise level at which exposure may result in behavioral modifications. As such, for the purposes of this consultation, we will use 150 dB re 1

μPa_{RMS} as a conservative indicator of the noise level at which there is the potential for behavioral effects. That is not to say that exposure to noise levels of 150 dB re 1 μPa_{RMS} will always result in behavioral modifications, but that there is the potential, upon exposure to noise at this level, to experience some behavioral response (*e.g.,* temporary startle to avoidance of an ensonified area).

Based on attenuation rates, underwater noise levels are expected to be below 150 dB re 1 μPa_{RMS} at a distance beyond 50 meters from the pile being driven. As noted above, only transient Atlantic sturgeon are likely to be in the area and as such, it is extremely unlikely that sturgeon will be found in the portion of the action area where piles are being driven and thus, within 0 to 50 meters of the piles being driven. However, should a sturgeon occur within the area where piles are being driven, it is reasonable to assume that sturgeon, on hearing the pile driving sound, would either avoid the source or move around it. If any movements away from the area where piles are being installed do occur, it is extremely unlikely that these movements will amount to substantial changes to essential sturgeon behaviors (*e.g.,* reproduction, foraging, resting, and migration). The extent of underwater noise is not likely to present a barrier to sturgeon movements and as such, if individuals are present within the vicinity of the action area, they are likely to veer/swim away from the pile driving sites and continue normal behaviors (*e.g.,* feeding, resting, and migrating) in other portions of the action area and/or in other locations in Narragansett Bay. Based on this and the best available information, we conclude that the noise effects of pile driving on Atlantic sturgeon is insignificant and discountable.

Water Quality
The installation and removal of piles will disturb bottom sediments. However, little increase in sedimentation or turbidity is expected to result from these construction activities. If any sediment plume does occur, it is expected to be small and suspended sediment is expected to settle out of the water column within a few hours and any increase in turbidity will be short term. Additionally, sea turtles and sturgeon are expected to be able to temporarily avoid the area and continue normal behaviors in nearby portions of the bay. Therefore, there would not be any disruption of essential behaviors such as migrating or foraging. As such, any effects of installation and removal of piles are expected to be insignificant and discountable.

Shading
The installation of docks may create new areas of shading that did not exist previously. Due to the small area of river covered by the structures (approximately 0.33 acres), dissolved oxygen levels in the action area are not expected to be impacted by the minor amounts of increased shading. Additionally, as the project area is not a known foraging ground, Atlantic sturgeon and sea turtles may use the area to forage opportunistically, but are not likely to rely on it as a major source of forage. Therefore, alteration of habitat (e.g., shading, pile installation) due to this project is not expected to remove critical amounts of prey resources from the action area for sea turtles and sturgeon. Also, new docks will not cause any obstruction to migrating sea turtle and sturgeon and thus, will not alter the habitat in any way that prevents sea turtles and sturgeon from using the action area as a migratory pathway to other areas of the Narragansett Bay that may be more suitable for foraging. Based on this information, the effects on sea turtles and Atlantic

sturgeon migration and foraging from this project are expected to be insignificant and discountable.

Conclusions

Based on the analysis that any effects to listed species of sea turtles or Atlantic sturgeon will be insignificant or discountable, we are able to concur with your determination that the proposed projects are not likely to adversely affect any listed species under NMFS jurisdiction. Therefore, no further consultation pursuant to section 7 of the ESA is required.

Reinitiation of consultation is required and shall be requested by the Federal agency or by the Service, where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) If new information reveals effects of the actions that may affect listed species or critical habitat in a manner or to an extent not previously considered in the consultation; (b) If the identified actions re subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the consultation; or (c) If a new species is listed or critical habitat designated that may be affected by the identified actions. No take is anticipated or exempted. If there is any incidental take of a listed species, reinitiation would be required. Should you have any questions about this correspondence please contact Dan Marrone at 978-282-8465 or by email (Daniel.Marrone@noaa.gov).

Essential Fish Habitat Comments

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires Federal agencies to consult with the us regarding any action or proposed action authorized, funded, or undertaken by the agency that may adversely affect Essential Fish Habitat (EFH) identified under the MSA. The EFH regulations, 50 CFR Section 600.920, outline this consultation procedure. Unfortunately, our ability to assess potential impacts to EFH and associated marine resources is being complicated by deficiencies in the EFH Assessment. Though the document provided on March 31, 2014 provides a general overview of species with EFH designations in the project area and potential impacts of the project, specific information on construction and project engineering plans would be necessary to complete an EFH consultation. Specifically, we request the following information which will allow us to provide the most appropriate EFH conservation recommendations:

1. Specific project design and/or engineering plans which indicate the exact location of the proposed piers and in-water work relative to MLW and benthic habitat are necessary to determine impacts to EFH.

2. The document indicates dredging will occur during construction of the project. Specific information on the location of the dredging activity, amount of material to be dredged, plans for disposal of the material, and timing of dredging activity will be necessary to provide appropriate EFH conservation recommendations.

3. The information provided indicates impacts may occur due to pile driving activity and that potential mitigation measures will be used to minimize impacts. The specific plans for minimizing noise levels from pile driving should be provided.

4. The document indicates eelgrass is present in the project boundary, but states that it is not located near the project. It is not clear that the most updated eelgrass maps were used to determine the eelgrass location. Eelgrass was most recently mapped in Narragansett Bay in 2012 (Bradley et al. 2013). These maps should be used to determine the proximity of eelgrass to the project site and determine if a more detailed in-water survey might be necessary. The location of the eelgrass beds and distance from the proposed project should be provided to determine if additional conservation recommendations may be necessary to avoid impacts to eelgrass beds.

Absent the information listed above, we cannot concur that the project will have minimal impacts to EFH. Though the information provided in this document will be useful for our evaluation of potential impacts to EFH, these project-specific details are necessary to complete an EFH consultation. In your letter dated March 27, 2014, you indicate that additional project specific details will be available at the time of a request for authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899, as well as other state and local regulations requirements. Once this information is made available, we can complete our EFH consultation on this project through the USACE permit process at that time. For any questions regarding EFH or Fish and Wildlife Coordination Act consultations, please contact Sue Tuxbury at 978-281-9176 or susan.tuxbury@noaa.gov.

Sincerely,

John K. Bullard
for Regional Administrator

EC: Tuxbury GAR/HCD
Marrone, GAR/PRD
Cam, Navy

CC: Ed Reiner, EPA
Mike Elliot, USACE
Eric Schneider, RIDEM

File Code: H:\Section 7 Team\Section 7\Non-Fisheries\Navy\Informal\2014\NAVSTA Newport
PCTS: NER-2014-10933

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DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/15-165
June 17, 2015

Mr. Thomas Chapman, Supervisor
New England Field Office
U.S. Fish and Wildlife Service
70 Commercial St., Suite 300
Concord, NH 03301

Dear Mr. Chapman:

The Department of the Navy Base Realignment and Closure Program Management Office, East (Navy) is preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA, 42 U.S.C. § 4321*et seq*) to analyze the potential human and natural environmental consequences of the disposal and reuse of the surplus property at Naval Station (NAVSTA) Newport, Rhode Island. We first informed you of this project in January of 2013. The Navy's original letter and your response letter are included as Enclosure (1). In your response letter, you indicated that no sensitive species are known to occur in the project area. We now know, however, these circumstances have changed and would like to request any comments you may have on the current situation.

The United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) website was utilized to generate trust resource reports for the areas planned for disposal and reuse. Based on these project reports, we have identified three species of concern that may be known to occur in the project area. Of these three species, only one is known to occur on Naval Station Newport, the Northern Long Eared Bat (*Myotis septentrionalis*). The other two species, the Red Knot and the Roseate Tern, may be transient to this property, but neither species has ever been known to occur on this property.

The Navy's EIS process examines various potential alternatives for reuse. A preferred alternative is recommended. The preferred alternative for this project is the Navy disposal of the property and subsequent redevelopment by the City of Newport and the Towns of Middletown and Portsmouth. The Navy has performed an assessment of the potential effects of the Proposed Action on species of concern and determined that the future redevelopment may have an effect on the federally threatened Northern Long Eared Bat. These effects are not able to be determined until the towns take ownership of the property and present their actual plans for development. The Navy will make every effort to outline protective measures for this species as the property changes ownership and the future owners implement their redevelopment plans. At that time, additional project-specific

details would be available and effects on listed species could be evaluated with the future developer.

We would appreciate a response within 30 days of your receipt of this letter. If you have any questions regarding this correspondence and request or require additional project information, my point of contact is Mr. James Anderson. He can be reached at (843)963-4991 or james.e.anderson1.ctr@navy.mil.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure: Historical Project Correspondence between the Navy and the United States Fish and Wildlife Service.

From: vonOettingen, Susi [mailto:susi_vonoettingen@fws.gov]
Sent: Thursday, July 30, 2015 2:40 PM
To: Kam, Shannon B CIV NAVFAC MIDLANT, PWD Newport
Subject: Re: Navy Letter regarding BRAC Properties

Hello again.

I have no idea what kind of a response you want. An effects determination has been made, but the effects aren't described in the letter and I don't have the EIS. The letter is just telling us that property may be surplussed and you'll figure out later how to avoid effects?

We probably won't be sending comments any time soon, I expect.

Susi

****

Susi von Oettingen
Endangered Species Biologist
New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301
(W) 603-223-2541 ext. 6418
Please note my new extension.

www.fws.gov/newengland

On Thu, Jul 30, 2015 at 1:55 PM, Kam, Shannon B CIV NAVFAC MIDLANT, PWD Newport <shannon.kam@navy.mil> wrote:

Good Afternoon Susi,

I am following up on a letter that went to your office for review on a project to dispose of Navy property for reuse. The property disposal itself would have no effect on listed species; however the projected reuse of the property might have an effect on listed species such as the Northern Long Eared Bat. Can you advise on whether you have reviewed the attached letter and when you expect to respond? Your help is greatly appreciated.

Thank you,
Shannon Kam

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

5090
Ser BPMOE/15-212
August 27, 2015

Mr. Thomas Chapman, Supervisor
New England Field Office
U.S. Fish and Wildlife Service
70 Commercial Street, Suite 300
Concord, NH 03301

Dear Mr. Chapman:

SUBJECT: INFORMAL CONSULTATION REGARDING THE DISPOSAL AND REUSE OF SURPLUS PROPERTY AT NAVAL STATION NEWPORT

The Department of the Navy (Navy) Base Realignment and Closure (BRAC) Program Management Office East is preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA [42 U.S.C 4321 et seq.]) to analyze the potential environmental consequences of the disposal and reuse of surplus property at Naval Station Newport (NAVSTA Newport). The purpose of this letter is to initiate informal consultation under Section 7 of the Endangered Species Act (ESA [16 U.S.C. 1536 et seq.]) for this proposed federal action.

The Navy had previously sent a request for information to the U.S. Fish and Wildlife Service (USFWS) New England Field Office on January 9, 2013, regarding protected species and habitats that may be present within the proposed project areas (Drozd 2013). The Navy received a response from the USFWS on February 13, 2013, indicating that no federally listed or proposed threatened or endangered species or critical habitat under the jurisdiction of the USFWS were known to occur in the Project Area and that no further ESA consultation was necessary for a period of one year from the date of the letter, unless additional information on listed or proposed species became available (Chapman 2013).

In the time since the previous request for information, the USFWS has designated the northern long-eared bat (*Myotis septentrionalis*) as a federally listed threatened species under the ESA, effective May 4, 2015. Based on this new listing and the expiration of the 2013 response letter from the USFWS, the Navy sent an updated request for information on June 17, 2015 to

the USFWS New England Field Office (Preston 2015). The Navy stated that the USFWS Information for Planning and Conservation (IPaC) website had been utilized to identify the potential for trust resources (i.e., federally listed threatened or endangered species and critical habitat) to occur within the proposed Project Area and that the Navy determined that the northern long-eared bat may occur in the Project Area. The Navy received a response from the USFWS via electronic mail on July 30, 2015 requesting that the Navy initiate informal consultation and provide additional information about the potential effects of the proposed action on the northern long-eared bat (von Oettingen 2015).

The Navy has assessed the potential effects of the proposed action on the northern long-eared bat and has determined that the proposed action may affect, but is not likely to adversely affect, the northern long-eared bat. The Navy requests your concurrence with our ESA determination. The Navy's assessment of potential effects pursuant to the ESA is based on the information about the proposed action that is currently known, together with reasonable assumptions about future activities. The assessment is included as Enclosure 1 to this letter.

If you have any questions regarding this correspondence and request or require additional project information, please do not hesitate to call my point of contact Mr. James Anderson. He can be reached at (843) 963-4991 or james.e.anderson1.ctr@navy.mil. I appreciate your assistance and thank you for your attention to this request.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure: Effects Assessment (Includes Figures 1 thru 7)

ENCLOSURE 1: Effects Assessment

1.0 Background and Project Description

The EIS analyzes two alternatives for disposal and reuse of the surplus property at NAVSTA Newport. Alternative 1 is the Navy's preferred alternative and consists of the reuse of the surplus property in accordance with the 2011 *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan), developed and adopted by the Aquidneck Island Redevelopment Planning Authority. Alternative 2 has a higher density with a larger footprint and different mix of land uses relative to Alternative 1. Both alternatives include disposal of the surplus property at NAVSTA Newport and redevelopment with a mix of land uses, including commercial, industrial, and active and passive recreation space. The Navy is requesting the USFWS to consider this project review of Alternative 1 only because it is the preferred alternative.

NAVSTA Newport is located on the western shore of Aquidneck Island in Newport County, Rhode Island. The surplus property includes four distinct, non-contiguous areas: (1) the former Navy Lodge site, located in the Town of Middletown; (2) the former Naval Hospital site, located in the City of Newport; (3) Tank Farms 1 and 2, located in the Town of Portsmouth; and (4) the Midway Pier/Greene Lane site, located in the Town of Middletown (see Figure 1). (The Midway Pier/Greene Lane property is a portion of the property originally declared surplus by the Navy in 2010, i.e., the Defense Highway/Stringham Road Corridor. However, because of a lack of interest by transportation agencies in assuming ownership of the roadways, the Navy is considering removing the roadways from the surplus list.)

1.1 Former Navy Lodge

The former Navy Lodge site is located in the Town of Middletown, Rhode Island. This 3-acre site is currently vacant, is covered with grass, and has no trees, wetlands, or riparian corridors. Under Alternative 1, two single-story retail buildings are proposed for development (see Figure 2).

1.2 Former Naval Hospital

The former Naval Hospital is located on the western shore of Aquidneck Island in the City of Newport, Rhode Island. Six vacant buildings and one vacant pier exist on this approximately 15-acre site. The site is highly developed with buildings and impervious surfaces. Vegetation is limited primarily to maintained grass and several ornamental trees. Under Alternative 1, a three-story hotel with retail and restaurant space, a three-story residential building, a waterfront park, and parking space are proposed for development (see Figure 3).

1.3 Tank Farms 1 and 2

Tank Farms 1 and 2 are located in the Town of Portsmouth, Rhode Island (see Figure 4). Tank Farm 1, comprising 62 acres of land, was used by the Navy from the 1940s to 1974 to store diesel oil, fuel oil, jet fuel, gasoline, and aviation fuel. Tank Farm 2, comprising 74 acres of land, was similarly operated by the Navy from the 1940s to 1974. It was used to store fuel oil, distillate fuel, and marine diesel fuel. Several tanks and buildings exist within the approximately 136-acre tank farms. The various tanks located at the tank farm properties were either demolished and removed, repurposed as storm water detention basins, or cleaned and ballasted.

Vegetation communities at Tank Farms 1 and 2 include mixed oak/white pine forest, old field, and ruderal forest. These communities cover approximately 121.7 acres, or 89 percent of Tank Farms 1 and 2. The remainder of the tank farms, approximately 14.5 acres, is developed land. Habitat cover types and their respective acreages at Tank Farms 1 and 2 are summarized in Table 1.

Table 1 Habitat Cover at Tank Farms 1 and 2

Habitat Cover	Approximate Acreage	Percent
Tank Farms 1 and 2		
Developed	14.5	11
Mixed Oak/White Pine Forest	5.5	4
Old Field	74.7	55
Ruderal Forest	41.5	30
Total	**136.2**	**100**

Source: Tetra Tech, Inc. 2014a

There are approximately 47 acres of forested habitat on the two sites. Approximately 5.5 acres (4 percent) in the southeastern corner of Tank Farm 2 is mixed oak/white pine forest with approximately 40 percent to 50 percent white pine (*Pinus strobus*) in the overstory, along with a variety of deciduous trees, including several oak species (*Quercus* spp.), American beech (*Fagus grandifolia*), black cherry (*Prunus serotina*), and others (Tetra Tech, Inc. 2014a). The understory in this community is sparse because of the closed canopy, and the herbaceous layer is absent. The other 41.5 acres of forested land is ruderal forest and accounts for 30 percent of the property at Tank Farms 1 and 2. These forests are characterized by a combination of early successional trees that cannot be considered a natural ecosystem. These forests are composed of red maple (*Acer rubrum*), white pine, red cedar (*Juniperus virginiana*), European larch (*Larix decidua*), and gray birch (*Betula populifolia*), with black locust (*Robinia pseudoacacia*), apple, black cherry, and walnut (*Juglans nigra*) in lesser numbers (Tetra Tech, Inc. 2014a).

Three small, potential wetlands were identified on Tank Farm 1 during wetland ground-truthing surveys conducted in 2013; these wetlands total approximately 0.26 acres (see Section 3.2.1 of this enclosure and Figure 6). Two of these wetlands are in the area of the former tank beds and most have been likely caused by impounding water above the impermeable layer that underlies the tank beds (Tetra Tech, Inc. 2014a). Vegetation in these two potential wetland areas is characterized by sedges (*Carex* spp.), rushes (*Juncus* spp.), goldenrods (*Solidago* spp.), cattail (*Typha latifolia*), and willow (*Salix* spp.) (Tetra Tech, Inc. 2014a). The third potential wetland is approximately 16 feet by 20 feet and is adjacent to a 12-inch diameter pipe, where it transitions from aboveground to below ground. (This wetland is represented by a data point on Figure 6 of this assessment). Wetland vegetation includes sedges, rushes, and flatsedge (*Cyperus* spp.) (Tetra Tech, Inc. 2014a). Each of these potential wetland areas is associated with a perimeter wetland (defined as the upland area 50 feet from the wetland edge); however, a perimeter wetland has not been identified for the third wetland because only a point feature is associated with this wetland, with no approximate wetland boundaries in the form of a wetland polygon (see Section 3.2.1 of this enclosure and associated Figure 6).

The perimeter wetland of the adjacent Melville Ponds also extends onto Tank Farm 1. The Melville Ponds wetland complex is located north-northeast of Tank Farm 1 and northeast and east of Tank Farm 2. This complex is a mix of palustrine emergent and palustrine forested scrub/shrub wetlands that ultimately discharge to Narragansett Bay north of Tank Farm 1. The unnamed tributary associated with the Melville Ponds has a regulated riverbank wetland, defined as the land area within 100 feet of the edge of any flowing water body with a width of less than 10 feet during normal flow. This regulated riverbank wetland does not extend to the boundary of Tank Farm 1 (see Section 3.2.1 of this enclosure and associated Figure 6). No wetlands exist on Tank Farm 2, as verified by the 2013 surveys.

Under Alternative 1, office, light industrial and boat storage space, multi-modal parking uses, and potential for a solar array are proposed for development (Figure 4).

1.4 Midway Pier/Green Lane

The Midway Pier/Greene Lane site is located along the western edge of Aquidneck Island in the Town of Middletown, Rhode Island. This site is vacant and covered with grass and gravel. Habitat cover along the Midway Pier/Greene Lane property comprises two cover types (see Section 3.2.2 of this enclosure and Figure 7). Approximately 5.2 acres (49 percent) is considered developed land and approximately 5.5 acres (51 percent) is considered old field habitat. The property runs approximately 0.8 miles along the coast of Narragansett Bay.

Under Alternative 1, a shoreline park—including a fishing pier, a multi-use path, kayak launch, restrooms, playground, and picnic area—is proposed for development (Figure 5). The multi-use path would extend approximately 0.6 miles along and adjacent to Defense Highway.

2.0 Northern Long-Eared Bat in the Project Area

The federally listed threatened northern long-eared bat is a migratory bat that is found in the United States from Maine to North Carolina on the Atlantic Coast, westward to eastern Oklahoma and north through the Dakotas, and into eastern Montana and Wyoming (USFWS 2014). Historically, this species has been documented as common throughout its range and had not been considered at risk in the United States. However, the USFWS has listed the northern long-eared bat as threatened because of the species' risk of extinction from white-nose syndrome (WNS). Additional threats to the northern long-eared bat include destruction or degradation of habitat and hibernacula (USFWS 2013a).

During the spring, summer, and fall months, the northern long-eared bat is likely to use forested edge habitat; spaces under tree bark, in cavities, or in crevices of both live and dead trees; coastlines; and/or abandoned buildings for roost sites, foraging, and/or travel. Suitable roost trees are defined as those that have a diameter at breast height (dbh) of more than 3 inches. They are also known to roost in structures such as barns and sheds when suitable roost trees are not available. Summer foraging habitat consists of a variety of forested habitats, including both dense forests and loose aggregates of trees. In addition, bats may forage in adjoining lands such as wetlands, old fields, and agricultural lands.

During the winter months, the northern long-eared bat hibernates in caves and mines with large passages and entrances, constant temperatures and high humidity, and no air currents. Winter hibernation occurs from October through March or April. This species has shown fidelity to particular hibernation caves from year to year; however, some bats may not use the same hibernacula in successive years (Caceres and Barclay 2000). Northern long-eared bats emerge from hibernacula in the spring and migrate to summer foraging areas. Short migratory movements (35 to 55 miles) between summer roost and winter hibernacula are common; however, movements from hibernacula to summer maternity colonies have ranged up to 168 miles (USFWS 2013a).

Northern long-eared bats seem to be more solitary than other members of the *Myotis* genus and are typically found in groups containing fewer than 100 individuals, with maternity colonies averaging 20 to 30 individuals. Pups are typically born between late May and late July, becoming volant (able to fly on their own) 18 to 21 days after birth (USFWS 2013b).

Field work specific to the presence of northern long-eared bats and potential habitat has not been conducted at the four properties proposed for disposal and reuse under the Proposed Action. However, various other studies and field work have been conducted at other NAVSTA Newport properties in the vicinity and this information is presented below.

The Navy conducted various passive acoustic monitoring surveys for bats between 2009 and 2013 at NAVSTA Newport (Tetra Tech Inc. 2010, 2011) and has documented the presence of the northern long-eared bat within approximately 1 mile of Tank Farms 1 and 2.

Under a separate project, approximately 30 acres of suitable or potentially suitable summer roosting habitat has been delineated within Tank Farm 4 (located approximately 1 mile to the southwest). In addition, during the 2013 acoustic surveys, two calls at a stake location at Tank Farm 4, five calls at a stream location at Tank Farm 4, and five calls at a wetland location at Tank Farm 5 were recorded (Tetra Tech, Inc. 2014b, c). Tank Farm 4 is the closest monitoring location to the Tank Farms 1 and 2 property, which are located approximately 1 mile to the southwest. According to USFWS guidance regarding the delineation of "known habitat" for the northern long-eared bat (USFWS 2014), because acoustic detections were made at Tank Farm 4, detection points should be buffered by 3 miles, and all habitat within that buffer area should be considered suitable habitat. Based on the potential recent detection of northern long-eared bats at Tank Farm 4, any potential roosting habitat at Tank Farms 1 and 2 should be considered suitable for occupancy by northern long-eared bats.

The Navy has also documented the presence of the northern long-eared bat within approximately 0.3 mile of the Midway Pier/Greene Lane property. Potentially suitable summer roosting habitat for the northern long-eared bat was identified at Tank Farm 5. In addition, based on the results of passive acoustic monitoring, the Navy documented five call sequences in 2013 for the northern long-eared bat at Tank Farm 5, the monitoring site closest to the Midway Pier/Greene Lane property. Of the 8,826 total call sequences reported at NAVSTA Newport from the passive acoustic monitoring conducted for bats from 2009 to 2013, 73 calls were documented as non-specific *Myotis* species calls, and 1,397 were documented as "unknown high-frequency" calls, which can be attributable to *Myotis* (Tetra Tech, Inc. 2014c). However, northern long-eared bats were not captured during mist netting conducted at Tank Farm 5 in 2013.

According to USFWS guidance regarding the delineation of "known habitat" for the northern long-eared bat (USFWS 2014), because acoustic detections were made at Tank Farm 5, located across Defense Highway from the Midway Pier/Greene Lane site, detection points should be buffered by 3 miles, and all habitat within that buffer area should be considered as suitable habitat. Although no mist-net or roost tree data are available for the Midway Pier/Greene Lane site, based on the potential recent detection of northern long-eared bats at Tank Farm 5, any potential roosting habitat at the Midway Pier/Greene Lane site should be considered suitable for occupancy by northern long-eared bats.

3.0 Project Effects of the Action

Because the proposed action would be future redevelopment of the disposed property at NAVSTA Newport, the potential effects of the proposed action include permanent loss of suitable roosting or foraging habitats.

As described in Section 1.1, few, if any suitable, roost trees (e.g., dbh more than 3 inches) would be removed from three of the four project locations—the former Navy Lodge, the former Naval Hospital, and the Midway Pier/Green Lane properties. The former Navy Lodge property does not contain any trees, and the maintained trees at the former Naval Hospital would be characterized as "street trees," being relatively isolated in an urban area. The Midway Pier/Green Lane property consists of developed land or old field cover types. Therefore, because there would be no potential impacts on roosting habitat at those sites, this assessment of roosting habitat focuses on Tank Farms 1 and 2.

Similarly, there is no foraging habitats at two of the four project sites— the former Navy Lodge and the former Naval Hospital. These two properties have neither terrestrial wetlands nor other vegetative features that would be suitable for foraging habitat. The Midway Pier/Green Lane property does not have any terrestrial wetlands; however, approximately half the site is considered "old field," which could be considered suitable foraging habitat. In addition, Tank Farms 1 and 2 contain both terrestrial wetlands

and the old field vegetation; therefore, these two properties are the focus of the assessment of foraging habitat related to the Proposed Action.

3.1 Tank Farms 1 and 2

Table 2 identifies the total acreage of potential roosting and foraging habitat at Tank Farms 1 and 2 and the area that would be converted to developed uses under the proposed action.

Table 2 Acres of Vegetated Areas on Tank Farms 1 and 2[1]

Habitat Cover	Estimated Vegetated Area on Entire Site (acres)	Estimated Vegetated Area in Likely Development Footprint under Alternative 1[2] (acres)
Mixed Oak/White Pine Forest	5.5	2.7
Old Field	74.7	9.2
Ruderal Forest	41.5	14.5
Total	**121.7**	**26.4**

[1] Vegetated areas consisting of heavy brush and trees with the potential to exceed 3 inches dbh.
[2] Project design not finalized yet.

The potential effects of the proposed action include permanent loss of roosting habitat, which would include the habitat cover types of mixed oak/white pine forest and ruderal forest. This would result in approximately 17.2 of the total 47 acres of forest on Tank Farms 1 and 2 being removed.

The removal of 17.2 total acres of assumed potential roosting habitat at Tank Farms 1 and 2 was examined from a regional perspective. Buffum (2012) developed a forest mapping tool for the state of Rhode Island, utilizing various databases, including land use data from the state. Review of several databases shows estimates for forestland in the state range from 397,438 to 409,492 acres. The removal of 17.2 acres at NAVSTA Newport would represent less than 0.001 percent of the total forest cover in the state. Moreover, there are additional forested areas adjacent to Tank Farms 1 and 2 to the north and northeast.

3.2 Loss of Foraging Habitat

3.2.1 Tank Farms 1 and 2

Under Alternative 1, a portion of one of the potential wetlands at Tank Farm 1 could be permanently impacted as a result of the construction of the light industrial use proposed for the property (see Figure 6). A total of approximately 0.08 acres of permanent wetland fill would result from the building footprint. No direct impacts on the other two potential wetlands would result. Additionally, the perimeter wetlands associated with two of the potential wetlands could also be directly impacted by the project footprint. Approximately 0.4 acre of perimeter wetland could be impacted by the light industrial boat storage footprint. As discussed above, the perimeter wetland associated with the adjacent Melville Ponds extends onto Tank Farm 1. No development is proposed for that area of Tank Farm 1; therefore, no impacts on the perimeter wetland associated with the Melville Ponds would result.

In addition, under Alternative 1 at Tank Farms 1 and 2, approximately 9.2 acres of old field could be permanently impacted as a result of development. This would remove potentially suitable foraging habitat; however, it is estimated that approximately 65.5 acres of old field habitat would remain on-site.

3.2.2 Midway Pier/Green Lane

Under Alternative 1, approximately 0.2 acres of the total 5.5 acres of old field habitat at the Midway Pier/Green Lane property could be permanently removed; however, the majority of the old field habitat at

the site would remain and the surrounding areas to the northeast and south have suitable foraging habitat (see Figure 7).

3.3 Conservation Measures

To protect the northern long-eared bat's most vulnerable life stages and ensure that reuse of the property does not result in the direct take of northern long-eared bats, the Navy will include certain conservation measures provided in the Interim 4(d) Rule (80 FR 17974) as deed restrictions for the future developer(s)/property owners of the Tank Farms 1 and 2 and Midway Pier/Green Lane properties. The Navy acknowledges that the Interim Rule is subject to change based on USFWS review of comments received on the Interim Rule. (The comment period ended on July 1, 2015.) The Navy would revise these mitigation measures before finalizing the EIS, following the USFWS affirmation of the Interim Rule or publication of a Final Rule under Section 4(d) of the ESA (expected in December of 2015). These measures would be the responsibility of the developer(s)/property owners to implement as part of development and construction.

- Project activities must be located more than 0.25 miles from known, occupied hibernacula.
- All on-site tree and vegetation clearing shall take place outside of the June 1st – July 31st pup season (80 FR 17974).

4.0 ESA Section 7 Effects Determination

Based on the foregoing analysis outlining the potential impacts on both potentially suitable roosting habitat and potentially suitable foraging habitat at the four properties at NAVSTA Newport, the Navy has determined that the proposed action may affect the northern long-eared bat at either the individual or population level.

However, as mentioned in the Navy's June 17, 2015 letter to the USFWS, the proposed action for the property is the Navy's disposal of the property and subsequent redevelopment by the City of Newport and the towns of Middletown and Portsmouth. Therefore, the effects are not able to be fully determined until the towns take ownership of the property and present their site-specific plans for development. The Navy will make every effort to outline protective measures for this species as the property changes ownership and the future owners implement their specific plans.

The Navy would also like to point out that the eventual construction of in-water components of the proposed action at the Midway Pier/Greene Lane site and the potential impacts on wetlands on Tank Farms 1 and 2 by a future developer would require authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. These USACE authorizations are federal actions that would be expected to trigger the requirement to consult with the USFWS and NMFS under the consultation provisions of the ESA. At that time, additional project-specific details would be available, and the effects on listed species could be evaluated again with the USACE to the extent that the USFWS felt that additional consultation was warranted.

References

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A-3 Property Disposal-Related

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computers, but sometimes there are technical problems with remote voice communication from online participants. In such cases, participants may still use a chat feature in the webinar to submit written comments or questions.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: October 26, 2012.

William D. Chappell,

Acting Deputy Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2012–26795 Filed 10–30–12; 8:45 am]

BILLING CODE 3510–22–P

CORPORATION FOR NATIONAL AND COMMUNITY SERVICE

Proposed Information Collection; Comment Request

AGENCY: Corporation for National and Community Service.

ACTION: Notice.

SUMMARY: The Corporation for National and Community Service (CNCS), as part of its continuing effort to reduce paperwork and respondent burden, conducts a pre-clearance consultation program to provide the general public and federal agencies with an opportunity to comment on proposed and/or continuing collections of information in accordance with the Paperwork Reduction Act of 1995 (PRA95) (44 U.S.C. 3506(c)(2)(A)). This program helps to ensure that requested data can be provided in the desired format, reporting burden (time and financial resources) is minimized, collection instruments are clearly understood, and the impact of collection requirement on respondents can be properly assessed.

Currently, CNCS is soliciting comments concerning its proposed revision of the National Service Trust Enrollment Form and National Service Trust Exit Form to update the burden hour information and the Privacy Act statements. Applicants and program staff respond to the questions included in this ICR to enroll in the National Service Trust and to document their service upon completion.

Copies of the information collection request can be obtained by contacting the office listed in the addresses section of this notice.

DATES: Written comments must be submitted to the individual and office listed in the **ADDRESSES** section by December 31, 2012.

ADDRESSES: You may submit comments, identified by the title of the information collection activity, by any of the following methods:

(1) By mail sent to: Corporation for National and Community Service, ATTN: Bruce Kellogg, 8309C, 1201 New York Avenue NW., Washington, DC 20525.

(2) By hand delivery or by courier to the CNCS mailroom at Room 8100 at the mail address given in paragraph (1) above, between 9:00 a.m. and 4:00 p.m. Eastern Time, Monday through Friday, except Federal holidays.

(3) By fax to: (202) 606–3492, Bruce Kellogg.

(4) Electronically through *www.regulations.gov.* Individuals who use a telecommunications device for the deaf (TTY–TDD) may call 1–800–833–3722 between 8:00 a.m. and 8:00 p.m. Eastern Time, Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Bruce Kellogg, (202) 606–6954, or by email at *bkellogg@cns.gov.*

SUPPLEMENTARY INFORMATION: CNCS is particularly interested in comments that:

- Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of CNCS, including whether the information will have practical utility;
- Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- Enhance the quality, utility, and clarity of the information to be collected; and
- Minimize the burden of the collection of information on those who are expected to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submissions of responses).

Background

The Enrollment Form is used by AmeriCorps members and program staff to enroll in the National Service Trust. The Exit Form is used by AmeriCorps members and program staff to document the completion of their term of service. This information is also collected electronically.

Current Action

CNCS seeks only to revise the burden hour information to reflect current volume and to amend the Privacy Act statements in these forms.

The information collection will otherwise be used in the same manner as the existing application. CNCS also seeks to continue using the current application until the revised application is approved by OMB. The current application is due to expire on September 30, 2013.

Type of Review: Renewal.

Agency: Corporation for National and Community Service.

Title: National Service Trust Enrollment and Exit Forms.

OMB Number: 3045–0006.

Agency Number: None.

Affected Public: AmeriCorps members and program staff.

Total Respondents: 81,000 (Enrollments) and 79,000 (Exits).

Frequency: Once per form.

Average Time per Response: Averages 10 minutes per form.

Estimated Total Burden Hours: 13,500 hours (Enrollment) and 13,166.67 (Exit).

Total Burden Cost (capital/startup): None.

Total Burden Cost (operating/maintenance): None.

Comments submitted in response to this notice will be summarized and/or included in the request for Office of Management and Budget approval of the information collection request; they will also become a matter of public record.

Dated: October 25, 2012.

Maggie Taylor-Coates,

Chief Trust Operations.

[FR Doc. 2012–26785 Filed 10–30–12; 8:45 am]

BILLING CODE 6050–$$–P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Intent To Prepare an Environmental Impact Statement for the Disposal and Reuse of Surplus Properties at Naval Station Newport, RI and Notice of Public Scoping Meetings

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: Pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality regulations (40 CFR Parts 1500–1508), the Department of the Navy (DoN) announces its intent to prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental consequences of the disposal and reuse of surplus properties at Naval Station (NAVSTA) Newport, Newport, Rhode Island, per Public Law 101–510, the Defense Base Closure and Realignment (BRAC) Act of 1990, as amended in 2005 (BRAC Law). The surplus properties include: the former Naval

Hospital, the former Navy Lodge, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor. Potential impacts associated with reuse of the surplus properties at NAVSTA Newport, including changes in land use and traffic patterns, will be evaluated and will contribute to the alternatives considered.

DATES: The DoN will conduct public scoping meetings in the Town of Middletown and the City of Newport, Newport County, Rhode Island, to receive comments on the environmental concerns that should be addressed in the EIS. Public scoping open houses will be as follows:

1. Open House: Wednesday, November 14, 2012 4:00pm–8:00pm, Joseph H. Gaudet Middle School Cafeteria located at 1113 Aquidneck Avenue, Middletown, Rhode Island.

2. Open House: Thursday, November 15, 2012 1:00pm–5:00pm, Newport Public Library Program Room located at 300 Spring Street, Newport, Rhode Island.

FOR FURTHER INFORMATION CONTACT: Director, BRAC Program Management Office Northeast, Attn: Newport BRAC EIS, 4911 South Broad Street, Building 679, Philadelphia, PA 19112–1303, telephone 215–897–4900, fax 215–897–4902, email: *david.drozd@navy.mil.*

SUPPLEMENTARY INFORMATION: The BRAC Commission was established by Public Law 101–510, the BRAC Law, to recommend military installations for realignment and closure. Recommendations of the 2005 BRAC Commission were included in a report presented to the President on September 8, 2005. The President approved and forwarded this report to Congress on September 16, 2005, which became effective as public law on November 9, 2005, and must be implemented in accordance with the requirements of the BRAC Law.

As a result of implementation of BRAC Law, on January 5, 2009, certain land and facilities at NAVSTA Newport were declared excess to the needs of the DoN and made available to other Department of Defense components and other Federal agencies. The DoN evaluated all Federal requests and made a decision on property required by the Federal Government. The DoN declared approximately 225 acres of property at NAVSTA Newport as surplus to the needs of the Federal Government on February 9, 2010.

The proposed action for this EIS is the disposal and reuse of surplus property at NAVSTA Newport. Upon completion of the disposal, the surplus property will be redeveloped in a manner consistent with the Aquidneck Island Reuse Planning Authority's (AIRPA) Redevelopment Plan. The EIS will consider the alternatives that are reasonable to accomplish the proposed action. Alternatives to be considered include: (1) Disposal of the surplus property by the DoN and reuse in accordance with the AIRPA Redevelopment Plan; (2) Disposal of the surplus property by the DoN with a high-density reuse scenario; and (3) No Action, in which the DoN would retain ownership in caretaker status and no reuse or redevelopment of the surplus property would occur.

Alternative 1 would allow for the disposal and reuse of surplus property at NAVSTA Newport. Reuse would be conducted in accordance with the AIRPA Redevelopment Plan. The Plan provides a mix of land uses based on existing conditions on the surplus property and in the community, guiding principles for development established by AIRPA, and public participation. It is anticipated that full build-out of the Plan would be implemented over a 20-year period. The Redevelopment Plan calls for the development of the following at each surplus parcel:

- Naval Hospital—This waterfront parcel consists of 7 acres of land and facilities plus 3 acres of submerged land. Existing structures would be demolished prior to redevelopment of the site. Approximately 3.8 acres (54%) of the 7 acres of land-based property would be redeveloped, with a mix of hotel and residential uses in addition to a waterfront park with pedestrian paths and a pier. The remaining 3.2 acres of upland (46%) and 3 acres of submerged land would be maintained as open space and natural areas associated with the waterfront park.
- Navy Lodge—This parcel consists of 3 acres of land with no facilities on the parcel. Approximately 1.8 acres (60%) would be redeveloped with two, one-story retail buildings and associated parking. Approximately 1.2 acres (40%) would be maintained as open space.
- Tank Farms 1 and 2—This parcel consists of 145 acres of land and facilities. Existing structures would be demolished prior to redevelopment of the site. Approximately 31.1 acres (21%) of the overall combined property would be redeveloped with a mix of uses including office space, light industrial, boat storage, multi-modal parking, and a solar array. About 113.9 acres (79%) would remain as passive land use or open space.
- Defense Highway/Stringham Road Corridor—This parcel consists of 67 acres of land, including 4.6 miles of two-lane roads and 15 acres of adjacent open land. The Redevelopment Plan calls for retaining use of the two-lane roads, with the addition of an adjacent multi-use pedestrian pathway in a greenbelt. The remaining land would be used for recreation/open space areas including a shoreline park.

Alternative 2 would also allow for disposal and reuse of the surplus property at NAVSTA Newport. This alternative features a higher density of uses at each parcel and similar to Alternative 1, it is anticipated that full build-out of the high-density scenario would be implemented over a 20-year period. Under Alternative 2, redevelopment at each surplus parcel would include the following:

- Naval Hospital—The residential use proposed under Alternative 1 would be replaced with commercial uses and a conference center would be added to the proposed hotel. The remainder of the site would be developed as described under Alternative 1. This higher density alternative would result in development of approximately 4.1 acres (58%) of the 7-acre land-based portion of the site.
- Navy Lodge—The higher density alternative calls for the development of two, two-story retail buildings and an increase in parking compared with Alternative 1. Alternative 2 would result in development of approximately 2.1 acres (70%) of the overall site.
- Tank Farms 1 and 2—Redevelopment would occur with the same mix of uses as under Alternative 1 however, the amount of office space and light industrial would be increased resulting in development of 34.1 acres (24%) of the overall site.
- Defense Highway/Stringham Road Corridor—The higher density alternative calls for greater expansion of the proposed shoreline park.

Alternative 3 is required by NEPA and is the No Action Alternative. Under this alternative, the property would be retained by the U.S. government in caretaker status. No reuse or redevelopment would occur at the surplus property.

The EIS will address potential direct, indirect, short-term, long-term, and cumulative impacts on the human and natural environments, including potential impacts on topography, geology and soils, water resources, biological resources, air quality, noise, infrastructure and utilities, traffic, cultural resources, land use, socioeconomics, environmental justice, and waste management. Known areas of concern associated with the BRAC action include impacts on cultural resources, impacts on local traffic patterns resulting from reuse scenarios,

and the clean-up of installation remediation sites.

The DoN is initiating the scoping process to identify community concerns and issues that should be addressed in the EIS. Agencies and the public are encouraged to provide written comments at scheduled public scoping meetings. Comments should clearly describe specific issues or topics that the EIS should address. Written comments must be postmarked or emailed by midnight December 2, 2012, and should be sent to: Director, BRAC Program Management Office Northeast, Attn: Newport BRAC EIS, 4911 South Broad Street, Building 679, Philadelphia, PA 19112–1303, telephone 215–897–4900, fax 215–897–4902, email: *david.drozd@navy.mil.*

Requests for special assistance, sign language interpretation for the hearing impaired, language interpreters, or other auxiliary aids for scheduled public scoping meetings must be sent by mail or email by November 5, 2012, to Ms. Katie Dixon, Ecology and Environment, Inc., 368 Pleasant View Drive, Lancaster, NY 14086, telephone 716–684–8060, email: *kdixon@ene.com.*

Dated: October 25, 2012.

C. K. Chiappetta,

Lieutenant Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2012–26755 Filed 10–30–12; 8:45 am]

BILLING CODE 3810–FF–P

DEPARTMENT OF DEFENSE

Department of the Navy

Meeting of the U.S. Naval Academy Board of Visitors

AGENCY: Department of the Navy, DoD.

ACTION: Notice of partially closed meeting.

SUMMARY: The U.S. Naval Academy Board of Visitors will meet to make such inquiry, as the Board shall deem necessary, into the state of morale and discipline, the curriculum, instruction, physical equipment, fiscal affairs, and academic methods of the Naval Academy. The executive session of this meeting from 11:00 a.m. to 12:00 p.m. on December 3, 2012, will include discussions of disciplinary matters, law enforcement investigations into allegations of criminal activity, and personnel issues at the Naval Academy, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy. For this reason, the executive session of this meeting will be closed to the public.

DATES: The open session of the meeting will be held on December 3, 2012, from 8:30 a.m. to 11:00 a.m. The closed session of this meeting will be the executive session held from 11:00 a.m. to 12:00 p.m.

ADDRESSES: The meeting will be held in the Bo Coppedge Room at the Naval Academy in Annapolis, MD. The meeting will be handicap accessible.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Travis Haire, USN, Executive Secretary to the Board of Visitors, Office of the Superintendent, U.S. Naval Academy, Annapolis, MD 21402–5000, 410–293–1503.

SUPPLEMENTARY INFORMATION: This notice of meeting is provided per the Federal Advisory Committee Act, as amended (5 U.S.C. App.). The executive session of the meeting from 11:00 a.m. to 12:00 p.m. on December 3, 2012, will consist of discussions of law enforcement investigations into allegations of criminal activity, new and pending administrative/minor disciplinary infractions and nonjudicial punishments involving the Midshipmen attending the Naval Academy to include but not limited to individual honor/conduct violations within the Brigade, and personnel issues. The discussion of such information cannot be adequately segregated from other topics, which precludes opening the executive session of this meeting to the public.

Accordingly, the Under Secretary of the Navy has determined in writing that the meeting shall be partially closed to the public because the discussions during the executive session from 11:00 a.m. to 12:00 p.m. will be concerned with matters coming under sections 552b(c) (5), (6), and (7) of title 5, United States Code.

Dated: October 22, 2012.

C.K. Chiappetta,

Lieutenant Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2012–26811 Filed 10–30–12; 8:45 am]

BILLING CODE 3810–FF–P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Performance Review Board Membership

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: Pursuant to 5 U.S.C. 4314(c)(4), the Department of Navy (DoN) announces the appointment of members to the DoN's Senior Executive Service (SES) Organizational Pay Pools (PPs) and the DoN Performance Review Board (PRB). The purpose of the PPs/PRB is to provide fair and impartial review of the annual SES performance appraisal prepared by the senior executive's immediate and second level supervisor; to make recommendations to appointing officials regarding acceptance or modification of the performance rating; and to make recommendations for performance bonuses. Composition of the specific PPs and PRB will be determined on an ad hoc basis from among the individuals listed below.

Ackley, Victor Mr.
Adams, Patricia A. Ms.
Allard, Terry T. Dr.
Andress, Mark Mr.
Balderson, Diane M. Ms.
Benedict, Terry Mr.
Bianco, Margaret R. Ms.
Branch, Elliott B. Mr.
Brennan, Anne M. Ms.
Brotherton, Andrea E. Ms.
Cali, Robert T. Mr.
Chudoba, Phillip Mr.
Commons, Gladys Hon.
Davis, Anne R. Ms.
Decker, Jo A. Ms.
Duryea, David M. RDML
Easter, Steffanie B. Ms.
Eccles, Thomas RADM
Flattery, Katherine E. Ms.
Floyd, Kenneth E. RADM
Garcia, Juan Hon.
Gibbs, Robert C. Mr.
Gilpin, Richard S. Mr.
Goodhart, John C. Mr.
Hogue, Robert D. Mr.
Honecker, Mark W. Mr.
Hunt, Richard W. VADM
Iselin, Steven R. Mr.
Jabaley, Michael E. RDML
Jaynes, CJ RDML
Johnson, David C. RADM
Jones, Walter F. Dr.
Keeney, Carmela A. Ms.
Kessler, Gary K. Mr.
Kistler, Michael R. Mr.
Ledvina, Thomas N. Mr.
Leikach, Kalmen I. Mr.
Lewis, David H. RDML
Ligler, Frances S. Dr.
Maguire, Margaret M. Ms.
McCarthy, James F. Mr.
McCormack, Donald F. Jr. Mr.
McCurdy, Jesse W. Jr. Mr.
Montgomery, John A. Dr.
Moore, Thomas J. RDML
Murdoch, James A RDML
Murray, Sheryl E. Ms.
O'Neil, Scott M. Mr.
Persons, Brian J. Mr.
Punderson, Jerome F. Mr.
Ridley, Mark D. Mr.
Rixey, Joseph RADM

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Notice of Intent (NOI) to Prepare an Environmental Impact Statement for the Disposal and Reuse of Surplus Property at Naval Station Newport, Rhode Island and to Announce Public Scoping Meetings

Pursuant to Section 102(2) (c) of the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508), the U.S. Department of the Navy (U.S. Navy) announced on October 31, 2012 (Federal Register [FR] Vol. 77, No. 211) its intent to prepare an Environmental Impact Statement (EIS) to evaluate the potential human and natural environmental consequences of the disposal and reuse of surplus property at Naval Station (NAVSTA) Newport, Rhode Island. The surplus property includes: the former Naval Hospital, former Navy Lodge, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor.

The proposed action is the disposal of surplus property at NAVSTA Newport, per Public Law 101-510, the Defense Base Closure and Realignment Act of 1990, as amended in 2005, by the U.S. Navy and its reuse by the Aquidneck Island Reuse Implementation Authority (AIRIA) in a manner consistent with the Final Redevelopment Plan for Surplus Properties at NAVSTA Newport (Redevelopment Plan). The Redevelopment Plan has site-specific redevelopment plans for the former Naval Hospital, former Navy Lodge, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor. This surplus property would be dedicated to a variety of active and passive land uses, including, office, industrial, commercial, and residential spaces as well as recreation, open space, and natural areas.

The EIS will address potential direct and indirect, short-term, long-term, and cumulative impacts on the human and natural environments, including resource areas such as geology and soils, water resources, biological resources, air quality, noise, infrastructure and utilities, traffic, cultural resources, land use, socioeconomics, environmental justice, and waste management.

The U.S. Navy is initiating a scoping process to provide the community an opportunity to comment on the issues that need to be addressed in the EIS.

The NEPA scoping process will include two scheduled public scoping open house meetings in Middletown and Newport, Rhode Island. The public scoping open house meetings are scheduled as follows:

Wednesday, November 14, 2012
4:00 P.M. – 8:00 P.M.
Joseph H. Gaudet Middle School Cafeteria
1113 Aquidneck Avenue
Middletown, Rhode Island 02842

Thursday, November 15, 2012
1:00 P.M. – 5:00 P.M.
Newport Public Library Program Room
300 Spring Street
Newport, Rhode Island 02840

For more information, please visit www.newporteis.com

Federal, state, and local elected officials and agencies and the public are encouraged to attend and provide written comments at the scheduled public scoping open house meetings. To be most helpful, comments should clearly describe specific issues or topics that the EIS should address.

Comments may be submitted in the following ways:

- Submit written comments to a Navy representative at the public scoping open house meetings;
- Mail written comments to:

  Director, BRAC Program Management Office Northeast
  Attn: Newport BRAC EIS
  4911 South Broad Street, Building 679
  Philadelphia, PA 19112-1303
- E-mail comments to: david.drozd@navy.mil
- Fax comments to: 215-897-4902, Attn: Newport BRAC EIS

Comments may be submitted without attending the public scoping open house meetings. All comments must be postmarked or e-mailed no later than midnight December 2, 2012.

Requests for special assistance, sign language interpretation for the hearing impaired, language interpreters, or other auxiliary aids for scheduled public scoping open houses must be sent by mail or e-mail by November 7, 2012, to:

Katie Dixon, Ecology and Environment, Inc.
368 Pleasant View Drive
Lancaster, NY 14086

e-mail: kdixon@ene.com
Telephone: 716-684-8060
Fax: 716-684-0844

For further information, please contact:

Director, BRAC Program Management Office Northeast
4911 South Broad Street, Building 679
Philadelphia, PA 19112-1303
e-mail: david.drozd@navy.mil.

February 24, 2014

Gregory C. Preston
Director
BRAC Program Management Office East
4911 S. Broad Street
Building 679
Philadelphia, PA 19112

RE: Aquidneck Island Redevelopment Plan

Dear Mr. Preston,

As you are aware, the towns of Middletown and Portsmouth, and the City of Newport (collectively the "Towns"), under the auspices of the Aquidneck Island Reuse Planning Authority ("AIRPA"), the designated planning local redevelopment authority for the three parcels of federal surplus property on Aquidneck Island, RI ("BRAC Parcels"), approved a Redevelopment Plan and Homeless Assistance Submission ("Redevelopment Plan") for the BRAC Parcels. The Redevelopment Plan was approved by the U.S. Department of Housing and Urban Development in July of 2011.

Subsequent to these approvals, the Towns considered forming a single entity entitled the Aquidneck Island Reuse Implementation Authority ("AIRIA") to oversee the acquisition of the BRAC Parcels from the Navy and the implementation of the Redevelopment Plan.

After due consideration, the Towns have decided to abandon the AIRIA concept, and pursue acquisition of the BRAC parcels individually. Please be advised that notwithstanding this decision, the Towns fully support the implementation of the approved Redevelopment Plan.

Please let us know if you need additional information in this regard. Thank you.

City of Newport

By: Jane Howington
Jane Howington, City Manager

Town of Middletown

By: _____
Shawn J. Brown, Town Administrator

Town of Portsmouth

By: _____
John Klimm, Town Administrator

DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(ENERGY, INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

AUG 19 2014

The Honorable Kevin K. Washburn
Assistant Secretary – Indian Affairs
Department of Interior
Office of the Secretary
Washington, DC 20240

Dear Mr. Washburn:

By letter of July 11, 2014, the Navy requested that the Bureau of Indian Affairs (BIA) provide clarifying information no later than August 15, 2014 regarding its application for transfer of BRAC property at Naval Station (NAVSTA) Newport, Rhode Island. In particular, Navy asked BIA to confirm unequivocally that by accepting the property in its current "as-is, where-is" condition, BIA would knowingly accept responsibility for all present and future environmental issues including financial responsibility for clean-up and any potential future claims.

The Navy further advised that should no response to the above request be received by August 15, 2014, the Navy would move forward with its decision regarding the requested transfer based upon the information currently provided by BIA. During an August 7, 2014 telephone conversation between Mr. Gregory Preston of the NAVFAC BRAC Program Management Office, East and Ms. Sarah Harris of BIA, Navy was advised that BIA was not able to assume the potential budgetary risk associated with the environmental clean-up and/or potential future claims associated with the property. Ms. Harris also acknowledged the Navy's intent to render its decision concerning the transfer based upon the administrative record available on August 15, 2014.

As of the date of this letter, BIA has not provided any additional information in response to the Navy's July 11, 2014 request, or in response to other requests for supplemental information made at the staff level. In its letter dated August 15, 2014, BIA informed us of its intention to respond to our request by August 29, 2015, two weeks after the deadline. BIA cited an August 13, 2014 letter from legal counsel to the Narragansett Indian Tribe (Tribe) requesting meetings or phone calls as the reason for the asserted extension. The Tribe has not presented any new information or made any commitments in its letter that differ materially from the positions it has taken throughout this process. What's more, BIA has had seven months (since BIA submitted its late request for excess Federal property on January 14, 2014) to have these meetings or phone calls with the Tribe.

Navy has completed its review of all available information provided by BIA in connection with the subject request for BRAC property at NAVSTA Newport, RI. This review was completed in accordance with 32 C.F.R. §174.7, which establishes the procedures for transfer of BRAC property to other Federal agencies. Given BIA's unwillingness to accept liability for environmental clean-up and any potential future claim(s), while at the same time asking the Navy to waive the payment of fair market value for the property, we have determined that BIA's late request for transfer fails to adequately address applicable environmental responsibilities. After careful consideration of this and other factors in the record before us, the Navy must deny BIA's application for transfer of BRAC property.

In light of this decision, the previous surplus property determination for the BRAC property at NAVSTA Newport stands. Navy will resume the process for disposal of this property to the three local communities where the property is located. We will also recommence consultation with the Tribe concerning historic and cultural resources that may potentially exist or be impacted by the proposed transfer of this property.

If you should have any questions regarding this matter, please feel free to contact Mr. Preston at (215) 897-4909 or e-mail gregory.preston@navy.mil.

Sincerely,

Joseph Ludovici

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE EAST
4911 SOUTH BROAD STREET
PHILADELPHIA, PA 19112-1303

11011
Ser BPMOE/14-101
March 10, 2014

Ms. Jane Howington
City Manager
City of Newport
Newport City Hall
43 Broadway
Newport, RI 02840

Mr. John C. Klimm
Town Administrator
Town of Portsmouth
2200 East Main Road
Portsmouth, RI 02871

Mr. Shawn J. Brown
Town Administrator
Town of Middletown
350 East Main Road
Middletown, RI 02842

Ms. Tina Dolen
Executive Director
Aquidneck Island Reuse Planning Authority
437 Broadway
Newport, RI 02840

SUBJECT: REQUEST FROM BUREAU OF INDIAN AFFAIRS (BIA) FOR TRANSFER OF BRAC REAL PROPERTY ASSETS AT NAVSTA NEWPORT, RI

As you are aware, the Department of the Navy declared approximately 245 acres of land and improvements at the Naval Station Newport surplus to the needs of the United States of America on February 9, 2010. A portion of this property is located within the boundaries of the City of Newport. The City of Newport along with the Towns of Middletown and Portsmouth formed a planning LRA known as the Aquidneck Island Reuse Planning Authority, (AIRPA). AIRPA prepared and submitted a Reuse Plan for the property to Department of Housing and Urban Development (HUD) for review and approval on August 16, 2011. This plan was approved by HUD on August 31, 2011.

11011
Ser BPMOE/14-101
March 10, 2014

The Bureau of Indian Affairs (BIA) has requested transfer of Base Realignment and Closure (BRAC) property at the Naval Station Newport, Rhode Island. This January 14, 2014 request was submitted on behalf of the Narragansett Indian Tribe in order to enable the Tribe to carry out its Indian Self Determination Act contract with BIA and to further the Tribe's economic development. A copy of the Navy's March 7, 2014 response is provided for your information.

BRAC disposal regulations (32 C.F.R. 174.7(o)) require the Navy to notify the local redevelopment authority of a federal agency's request for transfer of property following a surplus determination but prior to the disposal of the property. Since the three municipalities in which the land is situated have been unable to establish an implementing LRA, the Navy is informing each of the three municipalities as well as the planning LRA. By this letter we are offering you the opportunity to provide comments on this request as well as information regarding the time and effort invested by the LRA in the planning process for consideration by the Secretary of Navy as part of the review of this late request by BIA.

Your response should be directed to Mr. Gregory Preston, Director, Naval Facilities Engineering Command, BRAC Program Management Office East. We request your reply not later than April 10, 2014. If you should have any questions regarding this matter, please feel free to contact me at gregory.preston@navy.mil or (215) 897-4909.

Sincerely,

GREGORY C. PRESTON
Director

Enclosure (1)

Copy to:
Bureau of Indian Affairs (M. Kirkland)
Narragansett Indian Tribe (J. Brown, E. Cam)
OEA (P. O'Brien, R. Tenga)
Chief Sachem Matthew Thomas, Narragansett Indian Tribe
Little Fawn Boland, Partner, Ceiba Legal, LLP

DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(ENERGY, INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

MAR 7 2014

The Honorable Kevin K. Washburn
Assistant Secretary – Indian Affairs
Department of Interior
Office of the Secretary
Washington, DC 20240

Dear Mr. Washburn:

Thank you for your letter dated January 14, 2014 concerning Base Realignment and Closure (BRAC) property at the former Naval Station (NAVSTA) Newport, Rhode Island. I am responding for the Secretary of the Navy.

Your letter requests transfer of BRAC property at NAVSTA Newport, Rhode Island on behalf of the Narragansett Indian Tribe in order to enable the Tribe to carry out its Indian Self Determination Act contract with the Bureau of Indian Affairs (BIA) and to further the Tribe's economic development. We are reading your letter to also request that the Department of the Navy (DON) waive certain requirements of the BRAC property disposal regulations set forth at 32 C.F.R. Part 174.7, most notably the requirement that the requesting agency accept the property in its current "as-is" condition and assume and accept financial responsibility to clean-up the property, as well as a waiver of the fair market value. I am also in receipt of a letter dated February 24, 2014 from the Narragansett Indian Tribe (NIT) stating a willingness to accept the property in its current "as-is" condition.

As you know, the BRAC property at the NAVSTA Newport, Rhode Island has been determined and declared surplus to the needs of the United States of America. Accordingly, as required by 32 C.F.R. 174.7(o), the Navy will notify the local redevelopment authority (LRA) as well as the individual municipalities of Newport, Middletown and Portsmouth of BIA's request for transfer of property following a surplus determination but prior to the disposal of the property. Comments received from these groups and the time and effort invested by the LRA in the planning process will be considered as part of the review of this late request.

After careful review of your request, it is not clear which parcels BIA is requesting to be transferred. To ensure this request is given due consideration, DON is requesting BIA to (1) clearly indicate which parcel or parcels are requested for transfer; (2) confirm that BIA will either accept the parcels in their current "as-is" condition assuming and accepting financial responsibility to clean-up or, in the alternative, request a waiver from this requirement and provide all necessary information supporting the request; and (3)

provide more detailed supporting information for the requested Office of Management and Budget (OMB) waiver of fair market value. We respectfully request this information not later than April 7, 2014.

If you should have any questions regarding this matter, please feel free to contact Mr. Gregory Preston, Director, Naval Facilities Engineering Command BRAC Program Management Office East at gregory.preston@navy.mil or (215) 897-4909.

Sincerely,

Roger M. Natsuhara
Principal Deputy

Copy to:
City of Newport (J. Howington, City Manager
Town of Middletown (S. Brown, Town Administrator)
Town of Portsmouth (J. Klimm, Town Administrator)
Aquidneck Island Planning Commission (T. Dolan)
OEA (P. O'Brien, R. Tenga)
Bureau of Indian Affairs (M. Kirkland)
Narragansett Indian Tribe (J. Brown, E. Cam)
Chief Sachem Matthew Thomas, Narragansett Indian Tribe
Little Fawn Boland, Partner, Ceiba Legal, LLP

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B Coastal Zone Consistency Determination

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DEPARTMENT OF THE NAVY

NAVAL STATION NEWPORT
690 PEARY STREET
NEWPORT, RI 02841-1522

IN REPLY REFER TO:

5090
Ser PRR41/104

FEB 11 2014

Mr. Grover Fugate, Executive Director
Rhode Island Coastal Resources Management Council
Oliver H. Stedman Government Center—Suite 3
4808 Tower Hill Road
Wakefield, RI 02879-1900

Dear Mr. Fugate:

The Base Realignment and Closure (BRAC) Program Office East is preparing an Environmental Impact Statement (EIS) for disposal and reuse of surplus property at Naval Station (NAVSTA) Newport, Rhode Island. We are requesting your review of the enclosed Coastal Consistency Determination (enclosure (1)) and response with your confirmation of potential reuse impacts.

The EIS analyzes potential environmental impacts resulting from disposal and reuse of the surplus property in accordance with the Defense Base Closure and Realignment Act of 1990, as amended in 2005 (BRAC Law). The EIS addresses two alternatives for disposal and reuse of the surplus property at NAVSTA Newport. Alternative 1 is the Navy's preferred alternative and consists of the reuse of the surplus property in accordance with the 2011 Redevelopment Plan for Surplus Properties at NAVSTA Newport (Redevelopment Plan) developed and adopted by the Aquidneck Island Redevelopment Planning Authority. Alternative 2 has a higher density with a larger footprint and different mix of land uses relative to Alternative 1. Both alternatives include disposal of the surplus property at NAVSTA Newport and redevelopment with a mix of land uses, including commercial, industrial, and active and passive recreation space. The Navy is requesting the CRMC to consider this project review on Alternative 1, only, as it is the preferred alternative.

If you have any questions regarding this correspondence and request or require additional project information, please do not hesitate to call Cornelia Mueller at (401) 841-7561. I appreciate your assistance and thank you for your attention to this request.

Sincerely,

D. D. DOROCZ
Environmental Division Director
By direction of the
Commanding Officer

Enclosure: (1) Federal Consistency Determination

FEDERAL COASTAL ZONE CONSISTENCY DETERMINATION

FOR DISPOSAL AND REUSE OF SURPLUS PROPERTY AT NAVAL STATION NEWPORT, RHODE ISLAND

1.0 INTRODUCTION

This Coastal Consistency Determination (CCD) is provided to the State of Rhode Island Coastal Resources Management Council (CRMC) in accordance with Section 307 of the Coastal Zone Management Act (CZMA) 16 United States Code (U.S.C.) § 1451 et seq. and implementing regulations contained in 15 Code of Federal Regulations (CFR), Part 930, Subpart C.

The U.S. Department of the Navy (Navy) has reviewed Rhode Island's Coastal Resources Management Program (CRMP) and associated federal enforceable policies and has determined that the Navy's Proposed Action is reasonably likely to affect uses or natural resources of Rhode Island's coastal zone, but would be conducted in a manner that is consistent with the state's CRMP to the maximum extent practicable.

This CCD provides a description of the Navy's Proposed Action, and an analysis of its consistency with the enforceable policies of the Rhode Island CRMP.

2.0 PROPOSED FEDERAL AGENCY ACTION

The proposed federal agency action (Proposed Action) is the disposal of surplus property at Naval Station (NAVSTA) Newport by the Navy and subsequent redevelopment of the surplus property by the Aquidneck Island Reuse Implementation Authority (AIRIA).

NAVSTA Newport is located on the western shore of Aquidneck Island in Newport County, Rhode Island. The surplus property of NAVSTA Newport is located in three separate municipalities on Aquidneck Island: the City of Newport, the Town of Portsmouth, and the Town of Middletown (see Figure 1). The collective surplus property comprises four non-contiguous Navy properties:

- Former Navy Lodge –Town of Middletown, Rhode Island;
- Former Naval Hospital –City of Newport, Rhode Island;
- Tank Farms 1 and 2 –Town of Portsmouth, Rhode Island; and
- Defense Highway/Stringham Road Corridor - Towns of Middletown and Portsmouth.

Alternative 1, the preferred alternative and the only alternative addressed in this CCD, includes the disposal of surplus property at NAVSTA Newport by the Navy and reuse in accordance with the Aquidneck Island Reuse Planning Authority's (AIRPA's) *Redevelopment Plan for Surplus Properties at NAVSTA Newport*, i.e., the Redevelopment Plan (RKG Associates, Inc. et al. 2011). This alternative has been identified as the preferred alternative by the Navy and is based on the preferred reuse plan in the Redevelopment Plan.

Full build-out is proposed to be implemented over a 20-year period, but may differ for each of the properties. The Redevelopment Plan includes a mix of land use types and densities for each surplus property as well as open space and natural areas. Details of the proposed redevelopment at each surplus property are summarized below.

Former Navy Lodge. The 3-acre former Navy Lodge property is proposed for redevelopment as retail space (see Figure 2). The site is currently vacant, except for a small telephone utility shed and a water feed vent and concrete pad, so no demolition is proposed. Two one-story buildings on a total of approximately 0.7 acres are proposed. Retail use would total approximately 30,500 square feet. These structures are proposed on the northeast and southeast corners of the site, with approximately 0.8 acres (or approximately 145 spaces) of parking adjacent to the buildings. A total of 1.8 acres (60%) of the 3-acre site would be redeveloped; approximately 1.2 acres would be maintained as open space.

Former Naval Hospital. Proposed redevelopment at the approximately 15.2-acre former Naval Hospital property includes a three-story hotel (120 rooms) with additional space on the first floor for retail and a restaurant comprising approximately 1.3 acres and parking at the northeast corner of the site; a three-story 36-unit residential building with a ground level footprint of approximately 0.60 acres over at-grade parking in the southeast corner of the site; and a waterfront park of approximately 2.4 acres that would include a pier, pedestrian path, water taxi dockage, and a boat storage facility (see Figure 3). The residential building would contain 36 two-bedroom units. Parking and access throughout the site would total 2.2 acres of developed land under Alternative 1, including the existing road (Riggs Road) that bisects the site. A total of approximately 54% of the overall site (inclusive of land-based and pier development) would be developed under Alternative 1.

The waterfront park would include a boat storage facility of approximately 1,300 square feet. The existing pier would be re-used as-is, with the addition of two concrete floating docks on each side. Each floating dock would be 8 feet by 90 feet. These floating docks would be supported by pontoons and anchored in place with pilings and cables. It is assumed that the pilings would be square, pre-stressed concrete piles measuring 1 foot by 1 foot, which would be constructed off-site. Pile installation would be completed with an impact hammer on a barge and a crane.

Under Alternative 1, all six existing buildings, Building 1, Building 7, Building 45, Building 63, Building 993, and Quarters A and B, would be demolished. The existing pier, Pier 71, would remain as-is, as described above.

Tank Farms 1 and 2. Tank Farms 1 and 2 would be redeveloped as an approximately 136-acre site with office space, light industrial, boat storage, and multi-modal parking and the potential for a solar array (see Figure 4). The plan for the tank farms includes a multi-modal parking facility with 400 parking spaces (a total of 4 acres) on the west side of the site, adjacent to the railroad; 45,000 square feet (1 acre) light industrial or boat storage also along the railroad; 145,000 square feet of light industrial with 55,000 square feet (1.3 acres) along the rail line and 90,000 square feet (2.1 acres) off of Bradford Avenue; 110,000 square feet (2.5 acres) of office space at the south end of the site (south end of Tank Farm 2).

The solar array would comprise approximately 155,000 square feet (3.6 acres) and would be located near the center of Tank Farm 2. Parking and access roads would comprise approximately 20.6 acres of newly redeveloped area. A total of 31.1 acres or 21% of the 136-acre site would be redeveloped; 104.9 acres (77%) would remain as open space. Access to the redeveloped site would be made from new access points along Stringham Road and Bradford Avenue.

Under Alternative 1, Tanks 9 and 10 and Buildings 30, 49, and 860 would be demolished at Tank Farm 1. The fate of the USTs and underground piping at Tank Farm 1 (e.g., removal or leaving in place) has not yet been determined. Therefore, for the purposes of analysis in this EIS, they have been assumed to remain in place. This has also been assumed for the tanks and structures at Tank Farm 2.

Defense Highway/Stringham Road Corridor. The Defense Highway/Stringham Road Corridor would be retained as two-lane roadways, with the addition of a multi-use pathway in a greenbelt on the opposite side of the railroad tracks, next to the water (see Figure 5). The pathway would be 12 feet wide and would be surfaced with bituminous concrete. In constrained areas (due to topography or other factors), the width may be reduced to 10 feet. In addition to the roadways, recreation/open space use is proposed at the Midway Pier/Greene Lane area. A shoreline park would be included with a fishing pier, kayak launch, restrooms, playgrounds, a 0.3-acre parking lot, picnic areas, and pathways. The restrooms, playground and picnic area would comprise 0.09 acres. The existing pier would be rebuilt to be a 15-foot wide and 250-foot long concrete pier. Access to the proposed park would be provided directly from Defense Highway.

In-water activities would include removal of the existing pier, which is assumed to include dredging with a clamshell bucket or similar equipment and excavation of the existing pier. If there are piles associated with the existing pier, they would be removed via either a direct-pull or vibratory extraction method. Additionally, pile driving to construct the new pier and construction vessels as described would also be necessary.

With the exception of the demolition/removal of the existing pier, no further demolition activities would occur at this property under Alternative 1. No demolition or reuse of Building A105 or the telephone utility shed are proposed.

The Navy is currently preparing an Environmental Impact Statement (EIS) consistent with the National Environmental Policy Act (NEPA) for the disposal and reuse of the surplus properties. Additional detailed information about the Proposed Action and anticipated environmental consequences can be found in the EIS. Environmental restoration activities under the Navy's Defense Environmental Restoration Program are ongoing at Tank Farms 1 and 2. Upon completion of the Final EIS, the Navy will issue a Record of Decisions documenting its final disposal decisions and disposal and redevelopment will enter the implementation phase. This phase includes the completion of any remaining environmental restoration activities for which the Navy is responsible, the Navy's determination that the property is suitable for transfer from an environmental standpoint, and the conveyance of surplus installation property (i.e., real property disposal). Any future development of property would be consistent with the Redevelopment Plan and would fall under the jurisdiction of the state and local governments. The use of land, the reuse of existing buildings and facilities, and the development of new buildings on the surplus NAVSTA Newport property would be subject to applicable federal, state, and local laws and regulations, including local zoning ordinances and other planning documents.

It is anticipated that the Proposed Action would be implemented in phases over a 20-year period; therefore, it is unknown at this time exactly how the specific redevelopment of the individual sites and parcels would evolve. However, based on the known elements of the Redevelopment Plan, it is anticipated that it would be implemented in full compliance with all applicable coastal management policies. It would be the responsibility of future developers/property owners, as projects are further defined and identified for construction, to conduct any additional required analyses, prepare appropriate environmental documentation, and obtain any necessary permits and approvals prior to implementation of individual projects at the various surplus properties.

3.0 BACKGROUND

3.1 Coastal Zone Management Act

The CZMA of 1972 (16 U.S.C., Section 1451, et seq., as amended) provides a framework for states, in cooperation with federal and local agencies, to develop land and water use programs for coastal zones. Section 307 of the CZMA stipulates that when a federal will affect any coastal use or resource (land or water use, or natural resource), that activity must be carried out in a manner consistent to the maximum extent practicable with the enforceable policies of the affected state's federally approved coastal zone management plan. Although by definition Federal land is excluded from the coastal zone, Federal activities on or off Federal property that would have effects on non-Federal lands within a state's coastal zone fall within the scope of the CZMA consistency requirement. Federal agencies must also give consideration to state management program provisions that are in the nature of recommendations.

3.2 Rhode Island Coastal Resources Management Program

The State of Rhode Island has developed and implemented a federally approved CRMP describing current coastal legislation and enforceable policies. This program was approved by the federal Office of Ocean and Coastal Resource Management (OCRM) in 1978. The policies of the Rhode Island CRMP emphasize "preservation and restoration of ecological systems" within the state's coastal zone to provide for the state's social and economic welfare (Coastal Resources Management Council 2010; November 2012). The Rhode Island CRMP is managed by the Rhode Island CRMC, a state agency administrated by a council composed of appointed state and local government and public representatives. The CRMC creates policies and plans and adopts regulations to implement the Rhode Island CRMP.

Direct federal actions in Rhode Island are subject to federal consistency requirements if those actions are reasonably likely to affect any land or water use or natural resource of any of the state's 21 coastal communities with tidal waters to the outer limit of the State's territorial jurisdiction, which is 3 nautical miles (nm) into the Atlantic Ocean. Federal agencies undertaking such actions must show that the proposed action would be "conducted in a manner that is consistent with the enforceable policies of the [Rhode Island CRMP]," as well as any applicable special area management plans (SAMPs) (Coastal Resources Management Council n.d.). In this case, the Aquidneck Island SAMP is applicable to the Proposed Action area.

3.3 Aquidneck Island Special Area Management Plan

The Aquidneck Island SAMP was developed by the Coastal Resources Management Council (CRMC) for the West Side of Aquidneck Island and the adjacent waters of the Narragansett Bay to protect the ecological, economic, recreational, historic, cultural and aesthetic values of Aquidneck Island (CRMC 2009). The primary purpose of the Aquidneck Island SAMP and the coastal development regulations contained therein is to act as a coastal management tool to ensure consistency between local, state, and federal policies and regulations.

4.0 FEDERAL REVIEW

The Navy does not propose to conduct, nor will it be a permitting or approval authority for, any activities associated with the Redevelopment Plan, and thus the Proposed Action of property disposal will not produce any direct effects on any of Rhode Island's coastal zone uses or resources included in Rhode Island's CZMP and the Aquidneck Island SAMP, or their associated enforceable policies. The Navy has nevertheless evaluated the indirect effects that are reasonably foreseeable from the subsequent redevelopment of the surplus properties in accordance with the Redevelopment Plan. The Navy's evaluation is based on the information presently available as produced and provided by the local

redevelopment authorities. Reasonable assumptions were made based on existing information to the extent necessary to conduct the evaluation.

Future redevelopment and reuse of the Naval properties will also be required to be conducted in a manner consistent with the enforceable policies of the Rhode Island CRMP and applicable policies of the Aquidneck Island SAMP (Coastal Resources Management Council 2009). Redevelopment will be a non-federal action on non-Federal property and would therefore fall under the CRMC's direct state permitting authority to the extent the future projects are located within tidal waters, on a shoreline feature, or within the 200-foot contiguous area. CRMC would thus exercise permitting authority over the redevelopment activities associated with the former Naval Hospital and Defense Highway/Stringham Road properties, but would not exercise authority over the former Navy Lodge or the Tank Farms 1 and 2 properties since they are located away from the shoreline outside the 200-foot contiguous area. However, future activities at all four surplus properties would be subject to the applicable policies of the Aquidneck Island SAMP since the SAMP jurisdiction extends beyond the 200-foot contiguous area. The detailed analysis of the consistency of the Proposed Action with the applicable sections of the Rhode Island CRMP and the SAMP is provided in Enclosure 1 to this letter.

5.0 CONCLUSION

On the basis of the evaluation presented in Enclosure 1, the Navy has determined that the Proposed Action, the disposal and reuse of surplus property at NAVSTA Newport, is reasonably likely to affect uses or natural resources of Rhode Island's coastal zone, but the reuse would be conducted in a manner that is consistent with the Rhode Island CRMP and Aquidneck Island SAMP to the maximum extent practicable. The Navy's evaluation and conclusion is based upon the elements of the current Redevelopment Plan, which is expected to be implemented in phases over a 20-year period. Future redevelopment activities by non-Federal entities would be directly subject to the enforceable policies of the Rhode Island CRMP and applicable policies of the Aquidneck Island SAMP (Coastal Resources Management Council 2009). It would be the responsibility of the future developers/property owners to conduct any additional required analyses, prepare appropriate environmental documentation, and obtain any necessary permits and approvals on the basis of defined project proposals.

ENCLOSURE 1

1.0 Applicable Enforceable Policies of the Coastal Resources Management Program and the Aquidneck Island Special Area Management Plan

The following presents a summary of the applicable sections of Rhode Island's CRMP and the Aquidneck Island SAMP, as applied to the key elements of the Proposed Action.

1.1 Rhode Island CRMP

Two of the surplus properties are located within the jurisdiction of CRMC's regulatory authority: the former Naval Hospital and the Defense Highway/Stringham Road Corridor. The former Naval Hospital property and the Defense Highway/Stringham Road Corridor are located in Rhode Island's coastal zone, in the 200-foot contiguous area of Narragansett Bay. These properties are discussed separately below.

(Note: The former Navy Lodge property and Tank Farms 1 and 2 are not located in any tidal waters, on a shoreline feature, or within the 200-foot contiguous area, therefore, state review of coastal resources is not applicable. Therefore, these properties are not discussed further with respect to the Rhode Island CRMP; however, they are discussed below for applicability to the Aquidneck Island SAMP – see Section 4.1.2.).

1.1.1 Former Naval Hospital Property

<u>Section 200.4 Type 4 Waters</u>

The former Naval Hospital property is located adjacent to Narragansett Bay, which is categorized as a Type 4 Water: Multipurpose Waters.

The applicable enforceable policies of Section 200.4(C) comprise the following:

1. *The [CRMC's] goal is to maintain a balance among the diverse activities that must coexist in Type 4 waters. The changing characteristics of traditional activities and the development of new water-dependent uses shall, where possible, be accommodated in keeping with the principle that the [CRMC] shall work to preserve and restore ecological systems.*
2. *The [CRMC] recognizes that large portions of Type 4 waters include important fishing grounds and fishery habitats, and shall protect such areas from alterations and activities that threaten the vitality of Rhode Island fisheries.*

Federal Consistency

Redevelopment activities at the former Naval Hospital property are comprised, in part, of the development of a waterfront park. A park adjacent to (and with access to) the waterfront would allow for the public's use and enjoyment of diverse activities associated with the contiguous shoreline including boating, fishing, kayaking, and beachcombing. For example, the former Navy Hospital property would include the re-use of the existing Pier 71 with the addition of two concrete floating docks on each side.

The Navy informally consulted with the National Marine Fisheries Service (NFMS) regarding designated essential fish habitat (EFH) in Narragansett Bay and has evaluated the effects of the Proposed Action on the 17 species of EFH designated for the bay. As a result of the evaluation, the Navy has determined environmental impacts from the proposed reconstruction of the piers will not adversely affect designated EFH within the Narragansett Bay. All impacts are expected to be minor and short-term in nature. This

evaluation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act.

Thus, the redevelopment activities proposed for the former Naval Hospital property would be consistent to the maximum extent practicable with the abovementioned policies of CRMP Section 200.4(C).

Section 210.1 Coastal Beach

A small portion of the former Naval Hospital property, approximately 0.08 acres, is sandy beach. The applicable enforceable policies of Section 210.1 comprise the following:

Policy 3 - Alterations to beaches adjacent to Type 3, 4, 5, and 6 waters may be permitted if: (a) the alteration is undertaken to accommodate a designated priority use for the abutting water area; (b) the applicant has examined all reasonable alternatives and the Council has determined that the selected alternative is the most reasonable; (c) only the minimum alteration necessary to support the designated priority use is made; (d) there is no change in the usage of the property; (e) there is no change in the footprint of existing structures; and (f) the construction will meet all current and applicable policies, standards, and requirements of the RI CRMP.

Federal Consistency

Under the Proposed Action, there would be no permanent impact on existing beach habitat at the former Naval Hospital property. Temporary disturbance of beach habitat could occur during construction of the floating docks, but any areas disturbed by equipment staging or other activities will be restored following completion of construction. Additionally, there would be no change in use of the waterfront portion of the property; it is currently a mixture of beach, open space and the pier. The future use would be as a waterfront park with the same elements. Prior to initiation of any redevelopment activities, the developer(s)/property owner would coordinate with CRMC as part of the state permitting process, to obtain the appropriate approvals and authorizations; this review process will ensure that construction will meet all current and applicable policies. Thus, the Proposed Action would be consistent to the maximum extent practicable with CRMP Section 210.1.

Section 210.3 Coastal Wetlands

The former Naval Hospital property hosts approximately 0.3 acres of marine/estuarine wetland. The applicable enforceable policies of Section 210.3 comprise the following:

Policy 4 - Coastal wetlands designated for preservation adjacent to Type 3, 4, 5, and 6 waters are identified on maps available for inspection at the Council's offices and at the town halls of coastal cities and towns. Dredging and filling in these designated coastal wetlands are prohibited. The maps of designated coastal wetlands identify individual wetlands; in all cases precise boundaries shall be determined through a field inspection when proposals that could impact these features are being considered. In support of this goal, the Council supports a policy of "no net loss" of coastal wetland acreage and functions as a result of coastal development.

Policy 7 - All alterations to coastal wetlands shall be carried out in accordance with Section 300.12, Coastal Wetland Mitigation.

Federal Consistency

The former Naval Hospital property includes approximately 0.3 acres of marine/estuarine wetland. However, this area, while adjacent to Type 4 waters, has not been designated for preservation in the CRMP, suggesting Policy 4 above does not currently apply to the Proposed Action at the Naval Hospital. The only redevelopment feature proposed to be located within this wetland under Alternative 1 is a portion of one of the floating docks, resulting in approximately 0.04 acre of impact. Conservatively

estimating, this floating dock could result in a corresponding 0.04 acre of fill in the form of the pilings to be used to anchor the floating dock in place; however, final design would determine the actual location of the piling(s).

Filling of a coastal wetland requires a permit from the CRMC and a permit from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act (CWA). As part of the permitting process, the developer will be required to coordinate wetland mitigation plans with the U.S. Army Corps of Engineers (USACE) and CRMC. For the CRMC, filling in a coastal wetland located in a Type 4 water is considered an alteration of a coastal wetland under Section 300.12 of the CRMC regulations, and requires a Category A assent. Section 300.12(F), Coastal Wetland Mitigation, outlines the mitigation requirements for alterations to coastal wetlands. As indicated in the regulations, the following requirements apply:

- Replacement by a similar type of wetland, which provides an ecological value equal to or greater than that of the altered wetland.
- A 2:1 mitigation ratio for the area of costal wetland restored to the area permanently altered or lost.

Section 404 of the CWA authorizes the USACE to issue permits regulating the discharge of dredged or fill materials into waters of the U.S., including wetlands. The USACE and the EPA issued regulations governing compensatory mitigation for authorized impacts on wetlands; these are codified in the 40 CFR 230 as the Final Rule for Compensatory Mitigation for Losses of Aquatic Resources. Compensation requirements typically vary based on the impacted wetland communities. Specific mitigation requirements for future development projects would be determined in coordination with the USACE and CRMC.

The loss of wetlands would be mitigated through the state and federal permitting processes. Therefore, the Proposed Action is consistent with Policy 7 to the maximum extent practicable.

Section 300 Activities in Tidal and Coastal Pond Wetlands, on Shoreline Features, and Their Contiguous Areas

Under the Rhode Island CRMP, any alteration or activity proposed within tidal waters, shoreline features, and contiguous areas is regulated and an assent is required from the Council. The requirements for a Category B Assent from CRMC are provided in Section 300.1 of the Rhode Island CRMP and include demonstrating the need for the proposed activity, demonstrating that the activity would not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters, and demonstrating that there would be no significant deterioration in water quality, as well as other requirements.

Federal Consistency

Section 300 provides an overarching framework for the analysis of impacts and the approval of activities within the shoreline area. Consistency with the various policies listed in this section would be addressed through the state permitting process initiated by the developer. Through the permitting process, all applicable local zoning ordinances, flood hazard standards, and environmental requirements will be addressed. Therefore, the Proposed Action is consistent with these policies to the maximum extent practicable.

1.1.2 Defense Highway/Stringham Road Corridor Property

Section 200.4 Type 4 Waters

The Defense Highway/Stringham Road Corridor property is located adjacent to Narragansett Bay, which is categorized as a Type 4 Water: Multipurpose Waters.

The applicable enforceable policies of Section 200.4(C) are the same as those discussed above in Section 1.1.1.

Federal Consistency
Redevelopment activities at the Defense Highway/Stringham Road Corridor property are comprised, in part, of the development of a shoreline park. A park adjacent to (and with access to) the waterfront would allow for the public's use and enjoyment of diverse activities associated with the contiguous shoreline including fishing, kayaking, and beachcombing. Demolition and rebuilding of the former Midway Pier would result in its use as a recreational fishing pier and would enhance public use and access to the waterfront.

As indicated above under Section 1.1.1, the Navy informally consulted with NFMS regarding designated EFH in Narragansett Bay and has evaluated the effects of the Proposed Action on the 17 species of EFH designated for the bay. As a result of the evaluation, the Navy has determined environmental impacts from the proposed reconstruction of the piers will not adversely affect designated EFH within the Narragansett Bay. All impacts are expected to be minor and short-term in nature. This evaluation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act.

Thus, the redevelopment activities proposed for the Defense Highway/Stringham Road Corridor property would be consistent to the maximum extent practicable with the abovementioned policies of CRMP Section 200.4(C).

Section 210.1 Coastal Beach
Approximately 9.7 acres of sandy habitat exists along the Defense Highway/Stringham Road Corridor property. The applicable enforceable policies of Section 210.1 are the same as those provided above Section 1.1.1.

Federal Consistency
The proposed multi-use pathway along the waterfront would impact approximately 1.0 acres of beach/sand habitat cover at the property. The pathway would be installed using bituminous concrete. Approximately 0.09 acres of beach habitat would be impacted by the redevelopment of the fishing pier. Additional temporary disturbance of beach habitat could occur during construction of the waterfront park, but the habitat would be restored to original conditions following completion of construction. The alterations to the beach habitat would be done to facilitate access to the Narragansett Bay, a multipurpose waterway, and its waterfront. As such, the Proposed Action would be consistent with this policy to the maximum extent practicable.

Section 210.3 Coastal Wetlands
Coastal wetlands exist within the boundaries of the Defense Highway/Stringham Road Corridor property. The applicable enforceable policies of Section 210.3 are the same as those discussed above under Section 1.1.1.

Federal Consistency
There are 1.2 acres of estuarine and marine wetlands within the Defense Highway/Stringham Road Corridor property boundaries, located along the shoreline. Redevelopment under Alternative 1 would not impact these wetlands, as redevelopment would take place in areas outside these mapped wetland boundaries. Therefore, the Proposed Action would be fully consistent with these policies.

Section 300 Activities in Tidal and Coastal Pond Wetlands, on Shoreline Features, and Their Contiguous Areas

Under the Rhode Island CRMP, any alteration or activity proposed within tidal waters, shoreline features, and contiguous areas is regulated and an assent is required from the Council. The requirements for a Category B Assent from CRMC are provided in Section 300.1 of the Rhode Island CRMP and include demonstrating the need for the proposed activity, demonstrating that the activity would not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters, and demonstrating that there would be no significant deterioration in water quality, as well as other requirements.

Federal Consistency
Section 300 provides an overarching framework for the analysis of impacts and the approval of activities within the shoreline area. Consistency with the various policies listed in this section would be addressed through state permitting process initiated by the developer. Through the permitting process, all applicable local zoning ordinances, flood hazard standards, and environmental requirements will be addressed. Therefore, the Proposed Action is consistent with these policies to the maximum extent practicable.

Section 300.9 Dredging and Dredged Materials Disposal
Maintenance dredging within tidal waters of Type 4 Waters will require a Category A Assent. By definition, "maintenance dredging includes projects whose purpose is to restore channels and basins to dimensions that support and maintain existing levels of use."[1] The maintenance dredging proposed at the Defense Highway/Stringham Road Corridor property would include use of a clamshell bucket or similar equipment to remove the existing pier and excavation of the existing pier. It will be the responsibility of the developer(s)/property owners to identify and provide to the Council, environmentally sound disposal locations and procedures. In addition, according to CRMP Section 300.9, the following prerequisites are required:

3. *All materials to be dredged for either open water disposal or upland disposal must be classified by the Department of Environmental Management (DEM) based upon an approved analysis process prior to the Council acting on an application of either dredging or dredged materials disposal.*
4. *Any application for open water disposal of dredged materials shall obtain a suitability determination from the Army Corps of Engineers.*
5. *All applicable requirements of the Freshwater Wetlands Act have or will have been met.*
6. *Upland disposal of dredged materials must comply with all applicable local zoning ordinances.*
7. *When disposal is proposed for approved upland facilities, the applicant shall provide a letter of acceptance from that facility, unless the disposal is approved for the central landfill.*
8. *For dredge volumes greater than 10,000 cubic yards, a pre-application meeting is required.*

Federal Consistency
Prior to any dredging operation or disposal, the developer(s)/property owner would coordinate with CRMC in addition to the Rhode Island DEM and the USACE to obtain the appropriate approvals and authorizations. Through this coordination process, the dredging activities would be conducted in accordance with all applicable regulations and the Proposed Action would be consistent with this policy to the maximum extent practicable.

Section 300.18 Submerged Aquatic Vegetation and Aquatic Habitats of Particular Concern
Submerged aquatic vegetation (SAV) refers to rooted, vascular, flowering plants that live and grow below the water surface in coastal and estuarine waters in large meadows or small beds. SAV species of concern to CRMC for regulatory purposes, and the most common found in Narragansett Bay, is eelgrass (*Zostera*

[1] The dredging is assumed to be maintenance dredging, as "improvement dredging" was not deemed applicable to the Proposed Action as the former Midway Pier was previously dredged.

marina). There are eight policies regarding SAV, which focus on the preservation and protection of SAV and the avoidance and minimization of impacts to SAV habitat.

Federal Consistency
Approximately 2 acres of eelgrass habitat have been identified within the property boundaries of the Defense Highway/Stringham Road Corridor and approximately 13 acres of eelgrass have been mapped within 200 feet of the surplus property. In addition to eelgrass, widgeon grass has been previously documented at this surplus property, likely in similar environments as eelgrass (U.S. Department of the Navy 2009); however, digital data from the State of Rhode Island did not confirm this (RIDEM, Narragansett Bay Estuary Program and RI CRMC; Applied Science Associates 2011). The eelgrass habitat is located the southern end of the property immediately to the south of the former Midway Pier. The eelgrass beds that are located along the waterfront near the proposed shoreline park would not be disturbed during construction of the pier because the development footprint, as assessed in the EIS and this consistency determination, does not overlap with the mapped locations of SAV.

Therefore, the Proposed Action would be fully consistent with the policies of this section.

1.2 Aquidneck Island Special Area Management Plan (SAMP)

The CRMC developed a SAMP for the western side of Aquidneck Island and adjacent waters to protect the ecological, economic, and cultural values of this area (Coastal Resources Management Council 2009). Reuse and redevelopment of the surplus properties must also be consistent with applicable SAMP policies, which include setback and vegetation requirements, storm water management requirements, open space and public access provisions, and requirements for protecting scenic areas (Coastal Resources Management Council 2009).

Based upon a review of Figure 1: Aquidneck Island Special Area Management Plan Boundary and Section 130.1 of the Aquidneck Island SAMP, all four surplus properties are located within the boundary of the Aquidneck Island SAMP. As such, the Aquidneck Island SAMP Coastal Development Policies summarized below are applicable to the upland portions of all four surplus properties.

The Coastal Development Policies include provisions for the establishment of a coastal greenway, a coordinated review process between CRMC and local municipalities, a recommendation for conservation development techniques for large parcels of land, mitigation of impacts to coastal and freshwater wetlands, designation of high priority conservation and restoration areas, goals for open space and public access, as well as preservation of the scenic and visual qualities of the West Side of Aquidneck Island. Those policies applicable to the Proposed Action are discussed below.

Section 130.2 Coastal Greenway

Coastal greenways are intended to be vegetated with native plant communities and provide an undeveloped transition zone between the shoreline and adjacent upland development within the 200-foot contiguous area of a coastal feature. Coastal greenway requirements do not apply to municipal projects undertaken to provide public access to the shoreline and other public amenities such as ball fields, parks, playgrounds, public boat ramps, public fishing piers, or boating facilities (Aquidneck Island SAMP Section 140.4).

Federal Consistency
This policy is applicable to the former Naval Hospital and Defense Highway/Stringham Road Corridor properties only, as the former Navy Lodge and Tank Farms 1 and 2 are not along the shoreline. The proposed actions would be undertaken to enhance public access to the shoreline and would likely be considered municipal projects not subject to Section 130.2. Nevertheless, redevelopment under Alternative 1 at the former Naval Hospital and Defense Highway/Stringham Road Corridor properties

would be inclusive of either the establishment and maintenance of a coastal greenway or the standards for setbacks and buffers stipulated in Sections 140 and 150 of the Aquidneck Island SAMP, as stipulated in 130.2(c) of the Aquidneck Island SAMP. With adherence to one of the two options, the future developers/property owners would be in compliance with this policy. As such, the Proposed Action would be fully consistent with this policy.

Section 130.8 Open Space and Public Access

The primary goal/standard for any development project along the shoreline must be a requirement to provide public access to and along the shoreline within the project property boundary.

Federal Consistency

The former Naval Hospital property and the Defense Highway/Stringham Road Corridor property would be consistent with Coastal Policy 130.8 by creating both open space and public access as part of the Proposed Action. Both properties would open up previously federally held properties along Narragansett Bay to the public, and would include waterfront uses along Narragansett Bay. Additionally, although the former Navy Lodge and Tank Farms 1 and 2 are not located along shoreline, redevelopment of both properties would include the creation of open space within the property boundaries. Therefore, the Proposed Action would be fully consistent with this policy.

Section 130.9 Visual Elements

The scenic and visual qualities of the West Side of Aquidneck Island coastal area shall be considered and protected as a resource of public priority. Development should be sited and designed to protect views to and along coastal areas, minimize the alteration of natural land forms, be visually compatible with the character of surrounding areas, and, where feasible, restore and enhance visual quality in visually degraded areas in accordance with Rhode Island CRMP Section 330.

Federal Consistency

The Proposed Action is based upon the Preferred Reuse Plan developed by AIRPA; that plan targets specific types of development on each property based on each site's physical and environmental setting and location. The Plan, in summary, is consistent with Coastal Policy 130.9 because reuse and redevelopment at each property will restore and enhance visual quality in visually degraded areas. The visual quality of the former Naval Hospital and Defense Highway/Stringham Road Corridor properties would be enhanced due to the creation of waterfront parks and coastal greenways. Deteriorating and/or outdated pier structures in these areas would be upgraded or replaced under the Proposed Action. As such, the Proposed Action would be fully consistent with this policy.

Section 150.1 Standards Applicable to Entire Development

This policy includes various development standards that apply to the entire development parcel. Development standards that are applicable to the Proposed Action are discussed below.

> *A) 25% Minimum Vegetation Requirement – Applicants must include sustainably landscaped areas in their proposals to achieve vegetative coverage of at least 25% of the surface area over the entire development parcel.*
> *B) Stormwater Management – All new development and redevelopment proposals shall meet the stormwater requirements of CRMP Section 300.6 and as specified in the most recent edition of the Rhode Island Stormwater Manual to control peak flow rates and volumes and improve water quality. Communities should be implementing low impact development (LID) practices to meet the 2007 Cleaner Narragansett Bay Act (R.I.G.L. § 45-61.2), which requires LID as the primary means of managing and treating stormwater.*
> *C) Open Space – There are three aspects to open space designations of importance. First is the choice of the land that should be set aside and what qualities that land possesses, and second is the*

links between the open space parcels that allow greenways throughout the area and improve the value of the land and mobility for residents. The third aspect is the design of the designated areas that will ensure their long-term value.

D) Public Access – When applicants choose the Coastal Greenway option, the CRMC requires that shoreline and arterial public access pathways be provided by the applicant within the development site, as described in Aquidneck Island SAMP Coastal Development Section 150.5.

E) Construction Setback – A construction setback of 25 feet is required for all new and existing residential, commercial, mixed-use, and other structures to provide for fire, safety, and maintenance purposes. The setback is measured from the inland edge of the Coastal Greenway or buffer.

Federal Consistency

As proposed, the redevelopment of the former Navy Lodge, former Naval Hospital, Tank Farms 1 and 2, and the Defense Highway/Stringham Road Corridor properties would include open space areas, vegetation, and enhanced public access to the shoreline. However, it will be the responsibility of the developers/property owners to conduct separate and appropriate environmental documentation and obtain all the necessary permits from state and federal agencies that meet the applicable standards addressing areas such as stormwater management (i.e., *Rhode Island Stormwater Manual* and CRMP 300.6), groundwater protection, infrastructure, vegetation cover (i.e., *Section 150.1 Standards Applicable to Entire Development*), SAV, open space, public access (i.e., CRMP *Section 335. Protection and Enhancement of Public Access to the Shore* and Aquidneck Island SAMP *Section 150.5 Public Access Standards for all Coastal Greenways*), construction setback and water quality associated with the proposed activity (i.e., Water Quality Certificate from RIDEM and USACE permit, concurrent with their application to CRMC). These detailed, parcel-specific analyses will be undertaken when detailed development proposals are submitted by future owners/developers of the subject parcels.

Therefore, as presently envisioned and subject to the identified future permitting and approval processes, the Proposed Action would be consistent with these standards to the maximum extent practicable.

Section 170 Redevelopment Zone

Large parcels of land within the Aquidneck Island SAMP have been designated as the Aquidneck Island Redevelopment Zone (*Section 170 Redevelopment Zone* of the SAMP), composed of areas on the west side of Aquidneck Island that have been specifically designated for high density development by the local municipality or the state. For example, the former Naval Hospital property is within a specifically defined redevelopment zone referred to as the Newport Naval Hospital redevelopment area. Tank Farms 1 and 2 are specifically included in the Melville/Weaver Cove redevelopment area as defined by the Aquidneck Island SAMP. The policy and standards associated with the Redevelopment Zone, inclusive of both the Newport Naval Hospital and Melville/Weaver Cover redevelopment areas, are discussed below.

Section 170.2 Policy. It is the policy of the CRMC to establish and link public access along the entire west side shoreline within the Aquidneck Island SAMP boundary, including through the areas designated as Redevelopment Zones that will satisfy the overall goals of the Aquidneck Island SAMP, as well as the applicable Redevelopment standards described herein.

Federal Consistency

The Aquidneck Island SAMP recognizes the importance of the coastal zone for meeting several public needs, provides guidance for striking a balance among the various uses that affords the public maximum benefit, seeks harmony rather than conflict among these uses, and regulates the balance among the competing uses of the state's coastal resources. Therefore, reuse and redevelopment of the former Naval Hospital property under Alternative 1 will be required to provide public access along the shoreline in

accordance with Aquidneck Island SAMP Section 170.2. Tank Farms 1 and 2 are not inclusive of shoreline property and would not therefore provide access to the shoreline.

Pursuant to *Section 170.3 Standards*, applicants within the redevelopment zone may choose between setback and buffer requirements set forth in SAMP Sections 140 and 150 or a Coastal Greenway of 50-feet in width that includes a public access path, as described in the Aquidneck Island SAMP.

Reuse and redevelopment also will be required to meet either the optional development standards included in Section 170.3 of the SAMP or meet the setback and buffer requirements in Rhode Island SAMP Sections 140 and 150, as discussed above. As assessed in the EIS, the former Naval Hospital property would include a waterfront park spanning the extent of the property along the Narragansett Bay, with a public pathway. This waterfront park is assumed to meet the requirements of SAMP Sections 140 and 150. Similarly, the open space and multi-use pathway proposed for the Defense Highway/Stringham Road Corridor Property would be assumed to meet the same SAMP requirements. Therefore, the Proposed Action would be consistent with this policy to the maximum extent practicable.

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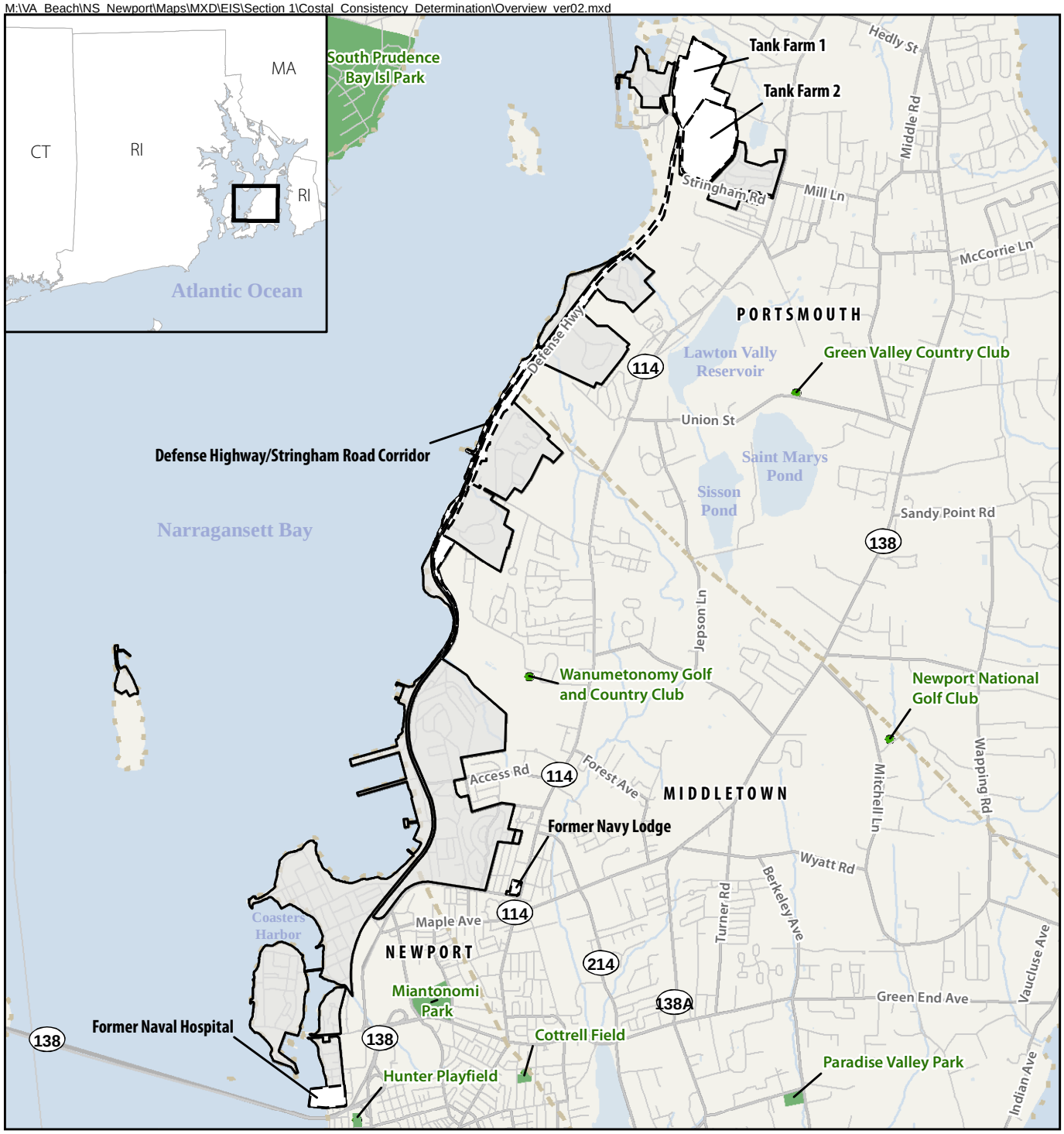

Legend

- Street
- Major Road
- Surplus Properties
- Installation Boundary
- Municipality Boundary
- Recreation Areas
- Parks

SCALE

0 0.5 1 Miles

Figure 1

Location of Surplus Property

NAVSTA Newport, Rhode Island

SOURCE: U.S. Department of the Navy 2009

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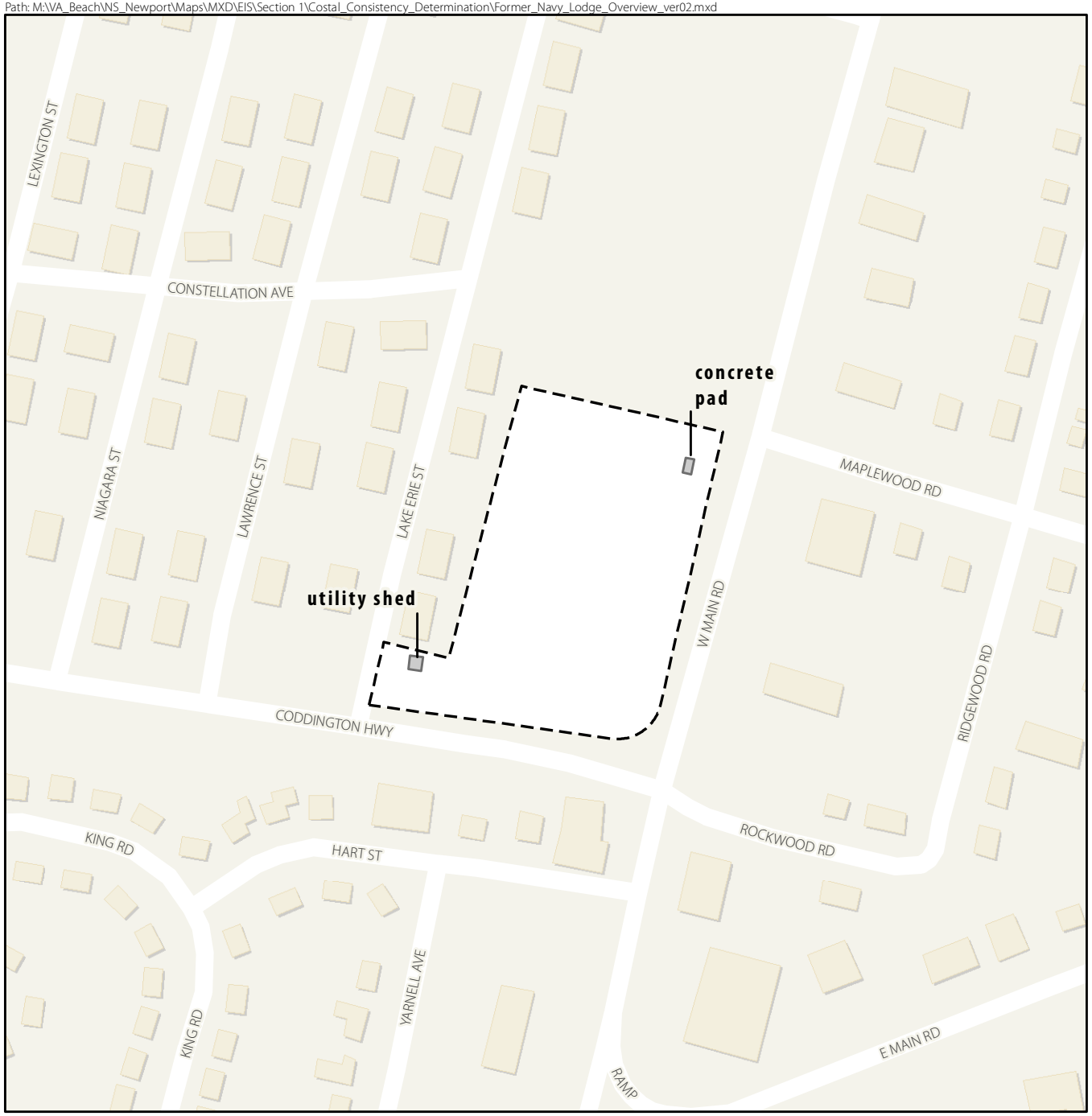

Figure 2

Former Navy Lodge Property Overview

NAVSTA Newport, Rhode Island

Legend

Structure

Property Boundary

SCALE

0 150 300 Feet

SOURCE: U.S. Department of the Navy 2009

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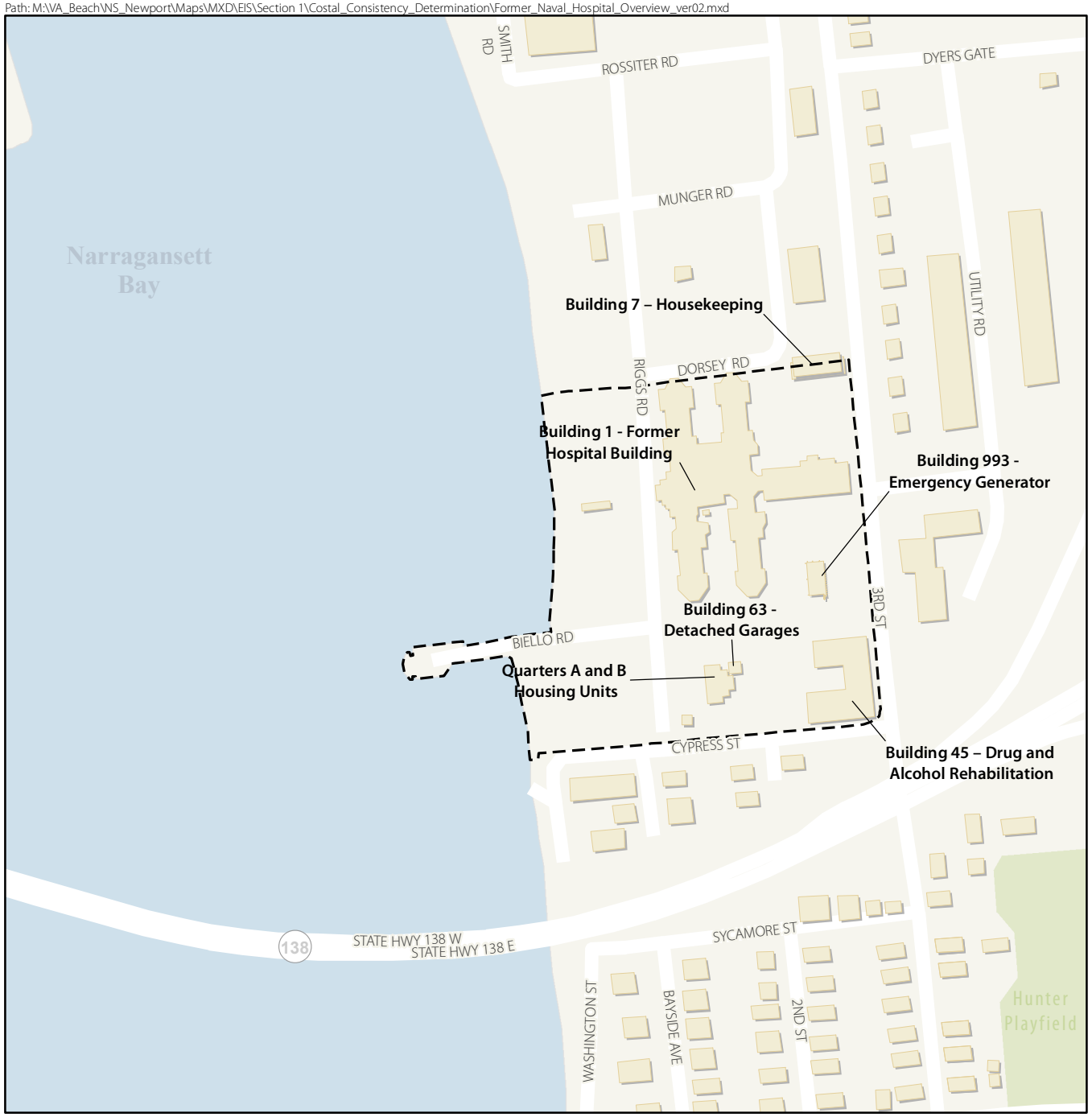

Figure 3

Former Naval Hospital Property Overview

NAVSTA Newport, Rhode Island

Legend

Property Boundary

SCALE

0 150 300 Feet

Note: *Property boundaries as shown will be confirmed by surveys and therefore may be modified.*

SOURCE: U.S. Department of the Navy 2009

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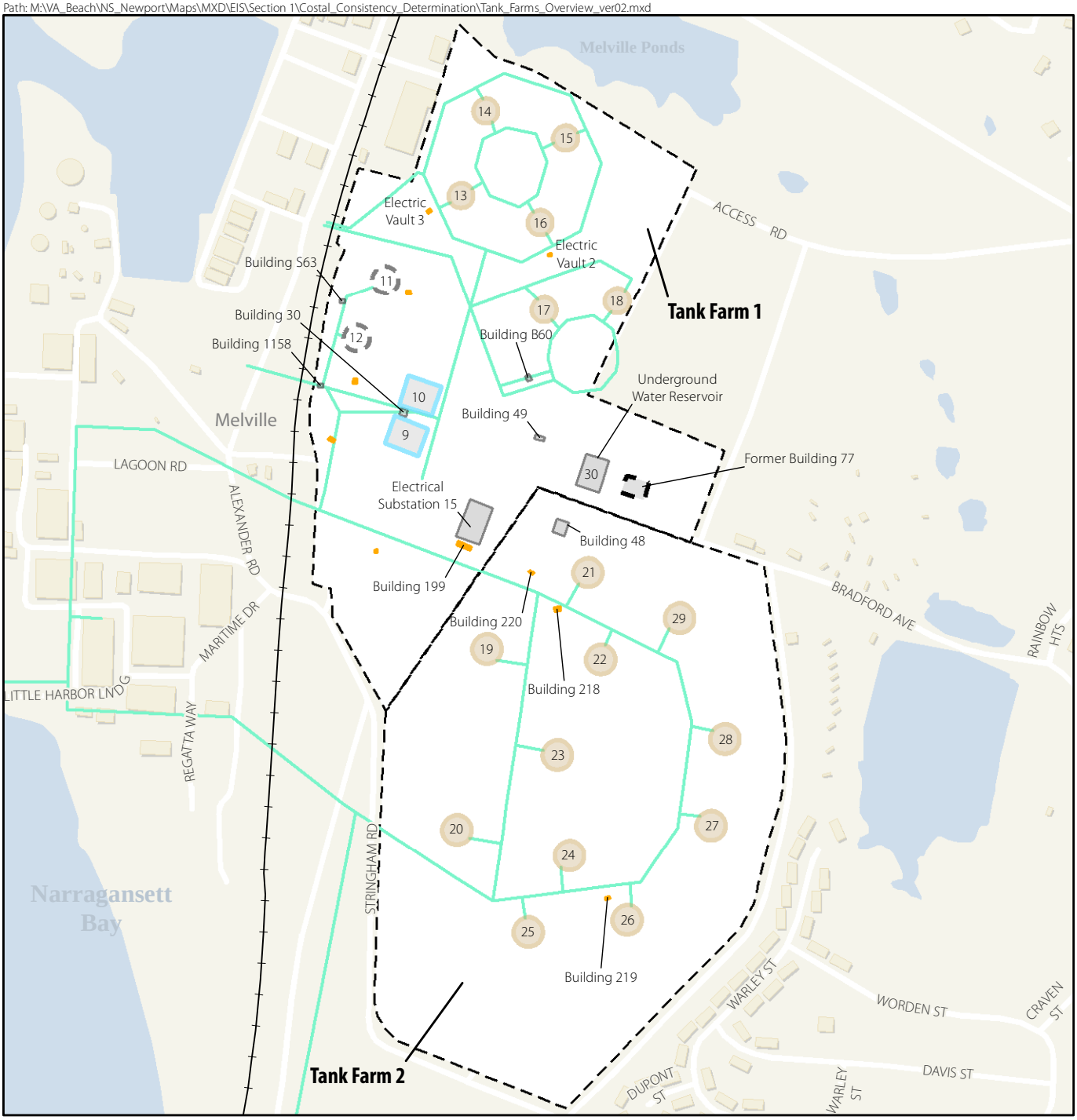

N

SCALE

0 300 600 Feet

Legend

- Rail Road
- Fuel Line
- Property Boundary
- Underground Storage Tank (UST)
- Partially Buried UST/OWS (oil/water separator)
- Former Aboveground Storage Tank
- Structure
- Former Structure
- Transformer Location
- Waterbody

SOURCE: U.S. Department of the Navy 2009

Figure 4

Tank Farms 1 and 2 Overview

NAVSTA Newport, Rhode Island

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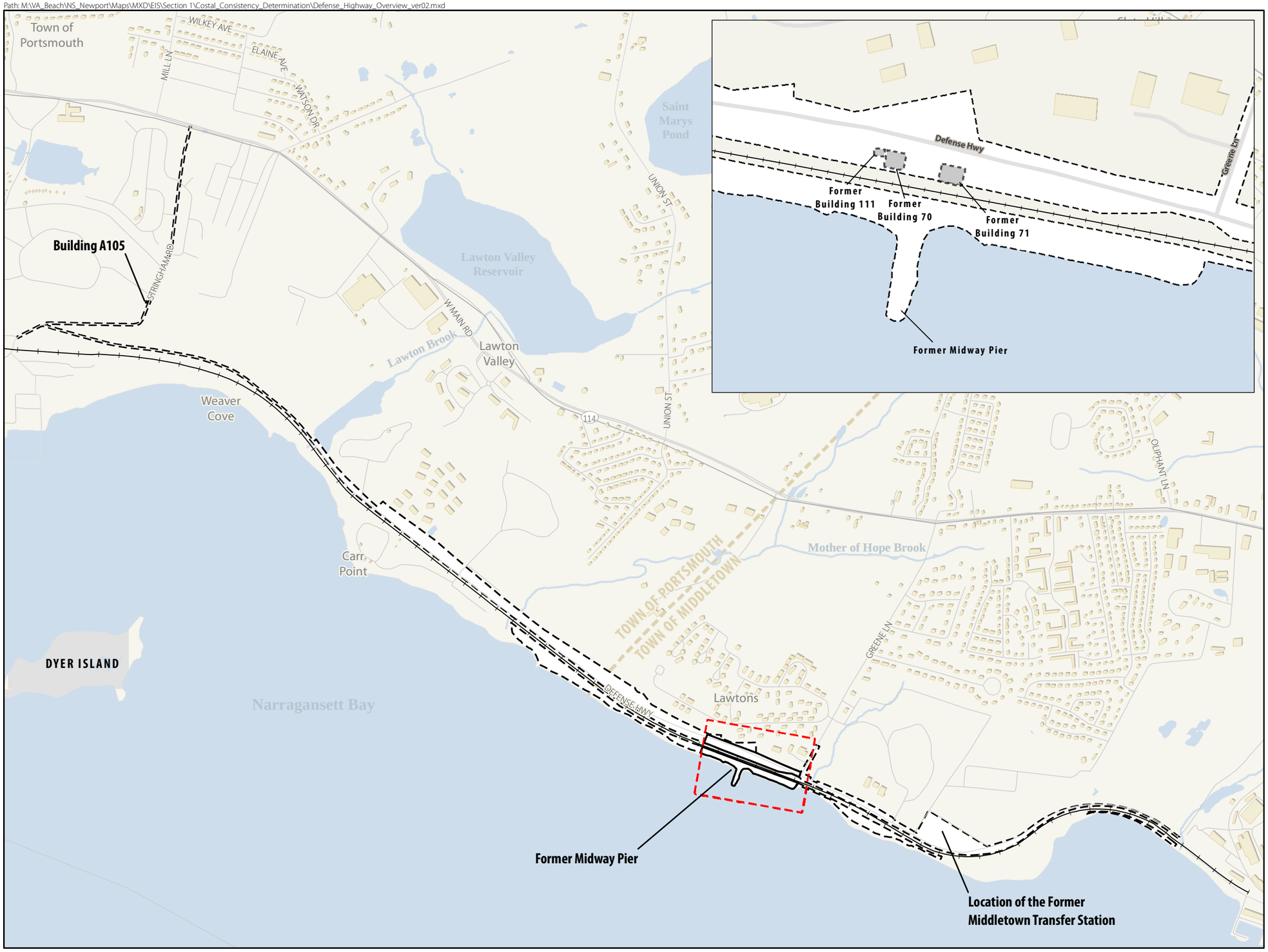

Figure 5
Defense Highway/Stringham Road Corridor Property Overview
NAVSTA Newport, Rhode Island

Legend

- Street
- Rail Road
- Town Boundary
- Rivers/Streams
- Waterbody
- Property Boundary

N

SCALE

0 0.25 0.5 Miles

SOURCE: U.S. Department of the Navy 2009

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

(401) 783-3370
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March 25, 2014

Department of the Navy
Naval Station Newport
690 Peary Street
Newport, RI 02841-1522
Attn: D. D. Dorocz, Environmental Division Director

Re: Federal Coastal Zone Consistency Determination for disposal and reuse of surplus property at Naval Station Newport, Rhode Island - Reference **CRMC File 2014-02-057**

Dear Mr. Dorocz:

We are in receipt of your letter dated February 11, 2014 requesting the Rhode Island Coastal Resources Management Council (CRMC) to review and concur with the Coastal Consistency Determination (CCD) for the disposal and reuse of identified federal surplus property at Naval Station (NAVSTA) Newport, RI. Your letter with enclosures was received in this office on February 19, 2014. The Navy intends to dispose of the following surplus properties for reuse: the former Naval Hospital site (Newport); the former Navy Lodge site (Middletown); Tank Farms 1 and 2 (Portsmouth); and the Defense Highway/Stringham Road Corridor (Middletown and Portsmouth). These properties and proposed reuse are described in more detail below. As you correctly point out, the proposed disposal by the Navy of these surplus properties is a direct federal action. Therefore, such action is subject to federal consistency review pursuant to the federal Coastal Zone Management Act (CZMA) at 16 USC §§ 1451-1464 and the CZMA's implementing regulations at 15 CFR § 930 Subpart C.

There are two reuse alternatives being considered in the Environmental Impact Statement (in preparation) for these four NAVSTA surplus properties. Alternative 1 is the preferred alternative, while Alternative 2 is the higher density alternative. You have indicated that the Navy's preferred alternative (Alternative 1), and the only alternative address by the CCD, is the reuse of the surplus properties in accordance with the preferred reuse plan identified in the Aquidneck Island Reuse Planning Authority's *Redevelopment Plan for Surplus Properties at NAVSTA Newport.* The Redevelopment Plan was completed in 2011 and includes a mix of land uses, including commercial, industrial and active and passive recreational uses for the surplus properties. The Redevelopment Plan also incorporates the CRMC's review authority and permitting process for reuse of said properties.

4/1/2014 copy to Shannon Jon Stephen

The Coastal Consistency Determination indicates that the Navy's proposed action is reasonably likely to affect uses or natural resources of the State's coastal zone, but would be conducted in a manner consistent with the State's Coastal Resources Management Program (CRMP). See CCD at

APR 01 2014

1. The Navy, however, does not propose to conduct, nor will it be a permitting or approval authority for, any of the activities associated with the Redevelopment Plan. Upon transfer by the Navy of the surplus properties, redevelopment activities will be a non-federal action on non-federal property and would therefore fall under the CRMC's direct state permitting authority. It is anticipated that the proposed redevelopment of the parcels would be conducted over a 20-year period, but it is unknown at this time exactly how the specific redevelopment of individual sites and parcels would evolve. Nevertheless, "it would be the responsibility of future developers/property owners, as projects are further defined and identified for construction, to conduct any additional required analyses, prepare appropriate environmental documentation, and obtain any necessary permits and approvals prior to implementation of individual projects at the various surplus properties." *Id.* at 3. The surplus properties and proposed uses under the preferred reuse plan (Alternative 1) are as follows:

- **Former Navy Lodge** – a 3-acre parcel located at the intersection of Coddington Highway and West Main Road in Middletown. The proposed reuse is redevelopment for retail space on a total of 1.8 acres with about 1.2 acres of proposed open space. The parcel is outside of the CRMC 200-foot jurisdictional area.
- **Former Naval Hospital** – an approximately 15-acre parcel located along 3rd Street in Newport. The parcel abuts CRMC designated Type 4 waters and includes an existing granite block pier. The proposed reuse for the existing building includes a hotel, restaurant and retail space, a 36-unit residential building, and a waterfront park of approximately 2.4 acres that would include the pier, a pedestrian path, water taxi dockage and a boat storage facility. This project is within the CRMC 200-foot jurisdictional area.
- **Tank Farms 1 and 2** – a 136 acre site located in Portsmouth to be redeveloped as light industrial, office space, boat storage, multi-modal parking facility and solar array. The redevelopment area would be a total of 31.1 acres with approximately 105 acres remaining as open space. We understand that environmental restoration activities are ongoing at this site under the Navy's Defense Environmental Restoration Program. These two tank farms are outside of the CRMC 200-foot jurisdictional area.
- **Defense Highway/Stringham Road** – existing two-lane road in Middletown and Portsmouth to be maintained with the addition of a 12-foot wide multi-use pathway in a greenbelt along CRMC designated Type 4 waters. Recreation and open space as part of a shoreline park will be added at Midway Pier/Greene Lane. An existing pier will be rebuilt as a concrete 15-foot wide by 250-foot long public fishing pier. These proposed activities are within the CRMC 200-foot jurisdictional area.

All four surplus properties are located within the CRMC Aquidneck Island Special Area Management Plan (SAMP), but the former Naval Hospital and the Defense Highway/Stringham Road corridor are wholly or partly located within the CRMC's 200-foot jurisdictional area. Accordingly, the development standards contained within the Aquidneck Island SAMP will apply to the former Naval Hospital and the Defense Highway/Stringham Road corridor projects. These two reuses may be considered under Section 140.4(e) of the Aquidneck Island SAMP Coastal Development Regulations if they are owned by a municipal, state or federal government entity and the sole purpose is to provide public access. Subsequent property owners/developers of the former

Naval Hospital and the Defense Highway/Stringham Road corridor projects will be required to obtain CRMC permits for any work conducted on these parcels in accordance with the Coastal Resources Management Plan including any applicable requirements of the Aquidneck Island SAMP.

Based on the information contained in your letter and attachments, we have concluded that the Navy's proposed action of disposing the identified surplus properties for reuse in accordance with the preferred alternative described above will be conducted in a manner that is consistent to the maximum extent practicable with the Rhode Island Coastal Resources Management Plan.

I would appreciate if you would please forward an executed copy of the Navy's Record of Decision in this matter when it is completed. Thank you.

Please contact my office at 401-783-3370 should you have any questions or require any further assistance.

Sincerely,

Jeffrey M. Willis, Deputy Director
Coastal Resources Management Council

/lat

cc: Grover J. Fugate, Executive Director
James Boyd, CRMC Coastal Policy Analyst
Brian Goldman, CRMC Legal Counsel
Tina Dolan, Executive Director, Aquidneck Island Planning Commission
Gary Crosby, Portsmouth Town Planner
Ron Wolanski, Middletown Planning Director
Melissa Stolhammer, Newport City Planner
Jared Rhodes, Chief Statewide Planning Program
CRMC File 2012-06-074

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C Traffic Impact Analysis

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This appendix contains the supporting documentation used in the transportation sections of the EIS.

The *Draft Traffic Impact Analysis for the Disposal and Reuse of Excess Parcels at the Naval Station Newport* was completed by Pare Corporation in January 2013. This traffic analysis was designed and conducted for the purposes of this EIS. Appendices A through D of the study are included only on the CD version of the DEIS.

PARE PROJECT NO. 12168.00
REPORT

TRAFFIC IMPACT ANALYSIS FOR THE DISPOSAL AND RESUSE OF EXCESS PARCELS AT THE NAVAL STATION NEWPORT NEWPORT, PORTSMOUTH, AND MIDDLETOWN, RHODE ISLAND

PREPARED BY:

PARE CORPORATION

8 BLACKSTONE VALLEY PLACE

LINCOLN, RI 02865

JANUARY 2013

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INTRODUCTION

In accordance with the 2005 Base Realignment and Closure (BRAC) legislation, portions of the Naval Station Newport have been directed for realignment. Ecology and Environment, Inc. (E&E) has been selected to complete an Environmental Impact Statement (EIS) to evaluate potential effects as a result of the Navy's disposal and reuse of the excess property and its eventual redevelopment by the local redevelopment authority. Pare Corporation (PARE) has prepared this traffic impact study in support of the EIS at each of the surplus property locations based on the recommendations listed in the July 6, 2001 Final Draft Redevelopment Plan. The excess Navy properties to be studied along with their recommended reuse are as follows:

- *Naval Hospital, Newport, RI* – Located on Third Street in Newport, north of the Pell Bridge ramps, the former Naval Hospital parcel is 10 acres, containing six buildings and one pier. The preferred redevelopment alternative for this site includes a 3-story hotel (100 to 200 rooms) with space for retail and/or restaurants over at-grade parking, a 3-story, 36-unit residential building over at-grade parking, and a waterfront park. The waterfront park is expected to include amenities such as a pier, a waterfront pedestrian path, a marine harbor shuttle station, and recreational boat moorings.

- *Navy Lodge, Middletown, RI* – The former Navy Lodge parcel is a 3-acre parcel located on the northwest corner of the intersection of Coddington Highway and West Main Road (Route 114). The building was demolished in 2004, and the site is currently a vacant, grass-covered lot. The preferred redevelopment scenario for this parcel includes two retail buildings, each one-story in size for a total of 30,492 square feet, on a total of approximately 0.7 acres.

- *Tank Farms 1 and 2, Portsmouth, RI* – Tank Farms 1 and 2 are located northeast of the intersection of Stringham Road with Defense Highway, occupying a combined approximate 146 acres. The preferred redevelopment scenario for these parcels includes office space, light industrial, boat storage, multi-modal parking, and the potential for a solar array. A total of 31.1 acres of the site would be redeveloped and approximately 113.9 acres would remain as open space.

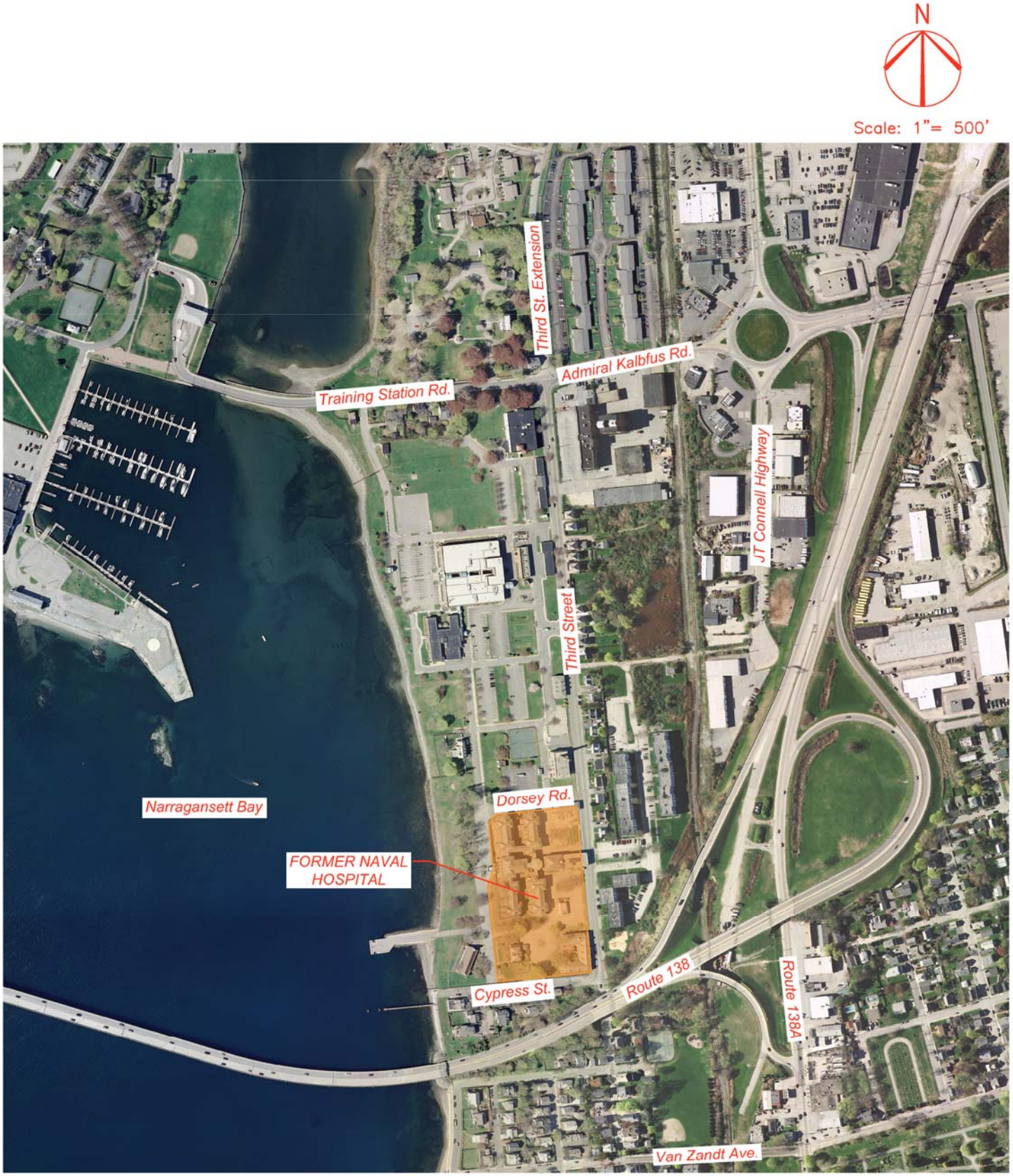
- *Defense Highway/Burma Road Corridor, Portsmouth and Middletown, RI* – The Defense Highway/Burma Road corridor begins at Stringham Road in Portsmouth and continues south to the Gate 17 Access Road in Middletown. The 67-acre parcel is located along the northwestern portion of NAVSTA Newport on the western shoreline of Aquidneck Island. With the preferred redevelopment scenario, this corridor would be retained as a two-lane roadway with the addition of a multi-use pathway in a greenbelt opposite the railroad tracks, next to the water. In addition, recreation/open space use is proposed at the Midway Pier/Greene Lane area in the form of a shoreline park. This park is expected to include a fishing pier, a kayak launch, restrooms, playgrounds, picnic areas, pathways, and parking.

Three redevelopment alternatives were reviewed for each impacted parcel. Alternative 1 is a moderate density alternative that proposes reuse of the excess property in accordance with the July 6, 2001 Final Draft Redevelopment Plan. Full build-out is expected to occur over 20 years. The second alternative, Alternative 2, was developed to identify the potential for a higher density of development at each of the surplus sites. Alternative 2 contains a higher level of commercial uses, including office and retail, and industrial development. Full build-out is expected to occur over 20 years. The third alternative is the No Action Alternative. Under this alternative, all

excess property will be retained by the U.S. Government in caretaker status. No reuse or redevelopment would occur at any of the properties. Alternative 1 is the preferred development alternative being proposed for each of the four surplus properties.

Included herein is the traffic impact analysis for the surplus properties based on the anticipated impacts of Alternative 1, Alternative 2, and the No Action Alternative. Each of the alternatives was reviewed for the existing 2012 conditions as well as the projected 2032 build conditions. Potential impacts of the proposed redevelopments of each parcel have been determined, and mitigation has been recommended as required.

Aerial locus maps for each of the four surplus properties are included in Figures 1, 2, 3, and 4.



Project No. 12168.00 Date: January 2013

Figure 1

Locus Map - Naval Hospital

TIA for the Disposal & Reuse of Excess Parcels at the Naval Station Newport

Newport, Rhode Island

PARE

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

Project No. 12168.00 Date: January 2013

Figure 2

Locus Map - Navy Lodge

TIA for the Disposal & Reuse of Excess Parcels at the Naval Station Newport

Middletown, Rhode Island

PARE

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
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LINCOLN, RI 02865
401-334-4100

Project No. 12168.00 Date: January 2013

Figure 3

Locus Map - Tank Farms 1 & 2

TIA for the Disposal & Reuse of Excess Parcels at the Naval Station Newport

Portsmouth, Rhode Island

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

Project No. 12168.00

Date: January 2013

Figure 4

Locus Map - Defense Hwy. / Burma Rd.
TIA for the Disposal & Reuse of Excess Parcels at the Naval Station Newport
Portsmouth / Middletown, Rhode Island

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LINCOLN, RI 02865
401-334-4100

EXISTING ROADWAY CONDITIONS

Existing Roadway and Intersection Operations

The study area within the vicinity of each of the surplus properties was reviewed to determine the existing roadway and intersection operations for use in the analysis of the development alternatives. The roadways and intersections near the surplus sites were reviewed, and are discussed below.

Naval Hospital, Newport, RI

Third Street

Third Street is a two-lane north/south roadway running from Admiral Kalbfus Road/Training Station Road to the north beyond Van Zandt Avenue to the south to the Long Wharf waterfront. The roadway is an unclassified local roadway, operating under the jurisdiction of the City of Newport. Third Street has one 19-foot travel lane northbound and one 17-foot travel lane southbound. A 3-foot concrete sidewalk is located intermittently along the east side of the roadway, while the west side has a 7-foot sidewalk that runs along the length of the Navy property. Chain link fence is present along the perimeter of the Navy site, from Cypress Street to the south to Admiral Kalbfus Road to the north. One secure gated entrance is located at the approximate center of the property along Third Street. Land use along the roadway is a mix of residential and institutional, with a posted speed limit of 25 miles per hour. School bus stops were observed along both sides of the roadway in the vicinity of the Naval Hospital property, and Rhode Island Public Transportation Authority (RIPTA) bus stops are also located along Third Street.

Photo 1: Third Street

Admiral Kalbfus Road/Training Station Road

Admiral Kalbfus Road/Training Station Road is a two-lane roadway running in an east/west direction from the west coast of Newport to West Main Road. The roadway transitions from Training Station Road to Admiral Kalbfus Road at Third Street. Training Station Road is classified as an urban collector, while Admiral Kalbfus Road is an urban principal arterial under the jurisdiction of the Rhode Island Department of

Photo 2: Admiral Kalbfus Road

Transportation (RIDOT). It is designated as Route 138 for its entire length. Training Station Road is approximately 24 feet wide, with no marked lanes west of Third Street. Admiral Kalbfus Road has one 12 to 14-foot travel lane eastbound and one 15 to 19-foot travel lane westbound, with a 2-foot to 5-foot shoulder in each direction from West Main Road to JT Connell Highway . East of JT Connell Highway, in the vicinity of the Pell Bridge Ramps, Admiral Kalbfus Road has two 10 to 11-foot travel lanes in each direction, separated by a raised median island. Turning lanes are also present at the intersections along the roadway. Land use along Training Station Road is institutional, owned by the Navy, and land use along Admiral Kalbfus Road is primarily commercial, with a bit of residential just east of Third Street. The posted speed limit on Training Station Road is 20 miles per hour, and the posted speed limit on Admiral Kalbfus Road is 25 miles per hour.

Admiral Kalbfus Road/Training Station Road and Third Street/Third Street Extension

The intersection of Admiral Kalbfus Road/Training Station Road with Third Street and Third Street Extension forms a four-legged signalized intersection, controlled by a two-phase traffic signal. Admiral Kalbfus Road/Training Station Road runs in an east/west direction, while Third Street/Third Street Extension runs in a north/south direction. Third Street is classified as an urban collector, and is called Third Street Extension north of Admiral Kalbfus Road. The northbound approach to the intersection, on Third Street, has one 18-foot travel lane in each direction, separated by a solid double yellow line. The east side of the northbound lane is marked with right turn only arrows on the pavement, although no separate right turn lane is provided. The southbound approach, on Third Street Extension, has one 13-foot travel lane southbound and one 12-foot travel lane northbound, separated by a solid double yellow line. Training Station Road has one 12-foot travel lane and a 16-foot designated right turn lane eastbound with a 15-foot travel lane westbound. The westbound approach to the intersection, on Admiral Kalbfus Road, has one 19-foot travel lane and 1.5-foot shoulder westbound with a 12-foot travel lane and 1.5-foot shoulder eastbound, separated by a solid double yellow line. Sidewalks are provided on the northeast, southeast, and northwest corners of the intersection.

Photo 3: Admiral Kalbfus Road/Training Station Road at Third Street/Third Street Extension

Navy Lodge, Middletown, RI

Coddington Highway

Coddington Highway is an east/west principal arterial connecting West Main Road with JT Connell Highway. West of West Main Road, Coddington Highway has recently been striped with a 12-foot travel lane, a 3-foot striped gore, and a 6-foot to 6.5-foot bicycle lane in each direction, separated by a 16-foot two-way left turn lane. This lane configuration begins just west of West Main Road and continues to approximately the Pineapple Inn Driveway, east of the Community College of Rhode Island campus. From the Pineapple Inn Driveway to Girard Avenue, the center two-way left turn lane is eliminated, and a striped median area opens to

designated left turn lanes in both directions at significant driveways and side streets. Coddington Highway is under RIDOT jurisdiction, and land use along the roadway is a mix of residential, commercial, and institutional. The roadway provides direct access to Navy Gates 4 and 10. The posted speed limit is 25 miles per hour, and RIPTA bus stops exist along both sides of the roadway.

Photo 4: Coddington Highway near CCRI

West Main Road (Route 114)

West Main Road is a north/south roadway running along the west side of Aquidneck Island, connecting the Mount Hope Bridge and Route 24 to the north with Newport to the south. It is designated as state Route 114, an urban principal arterial, for its entire length, and is completely under the jurisdiction of RIDOT. West Main Road is generally a four-lane roadway, with two 10 to15-foot wide travel lanes and one-foot shoulders in each direction. Designated left and/or right turn lanes are typically present at signalized intersections along the corridor. Land use along the roadway is primarily a mix of residential and commercial uses. The speed limit throughout the Navy Lodge study area and the other surplus property areas varies. The speed limit is highest along the northern portion of the roadway in Portsmouth and decreases in Middletown and Newport. The northern portion of the roadway is posted at 45 miles per hour to Stringham Road, where it decreases to 35 miles per hour in both directions to Forest Avenue. From Forest Avenue to East Main Road (Route 138), the posted speed limit is 30 miles per hour in both directions, and from East Main Road to Admiral Kalbfus Road the posted speed limit is 25 miles per hour. RIPTA bus stops were observed at several locations along the roadway.

West Main Road (Route 114) and Coddington Highway/Rockwood Road

The intersection of West Main Road with Coddington Highway and Rockwood Road forms a four-legged signalized intersection. West Main Road forms the northbound and southbound approaches, Coddington Highway forms the eastbound approach, and Rockwood Road forms the westbound approach. Coddington Highway is classified as an urban principal arterial, and Rockwood Road is a local unclassified roadway. The northbound approach to the intersection, on West Main Road, has one 14-foot through lane, one 11-foot shared through and left turn lane, and a 2-foot shoulder northbound with one 11-foot and one 12-foot travel lane southbound. The southbound approach has one 12-foot travel lane, one 11-foot travel lane, and one 12-foot designated right turn lane southbound with one 16-foot and one 11-foot travel lane northbound. Directional traffic on both West Main Road approaches is separated by a solid

Photo 5: West Main Road at Coddington Highway/Rockwood Road

double yellow line. The eastbound approach, on Coddington Highway, has one 11-foot designated left turn lane and one 13-foot shared left, through, and right turn lane eastbound with one 11-foot travel lane westbound. Directional traffic is separated by a 12.5-foot striped median. A 7-foot bicycle lane is marked in the westbound direction, separated from the westbound travel lane by a 3-foot striped gore area. A bicycle lane is also marked in the eastbound direction, although it is shared with the 13-foot eastbound travel lane. Rockwood Road, which forms the westbound approach to the intersection, is 33 feet wide, with no designated lanes. Crosswalks are marked across the northbound and eastbound approaches to the intersection, and sidewalks are present on all four corners.

West Main Road (Route 114) and Valley Road (Route 214)

The intersection of West Main Road with Valley Road forms a three-legged signalized intersection. West Main Road runs north/south, while Valley Road runs east/west. At the intersection, the northbound approach has one 10-foot and one 11-foot travel lane northbound with one 11-foot and one 12-foot travel lane southbound, separated by a flush, striped median. On the southbound approach, West Main Road has one 11-foot designated left turn lane, one 11-foot and one 10-foot travel lane southbound with two 11-foot travel lanes northbound. The westbound approach to the intersection, on Valley Road, has one 11-foot designated left turn lane and one 11-foot right turn lane westbound with one 21-foot through lane eastbound. Valley Road is classified as an urban principal arterial. Crosswalks are marked across the West Main Road northbound and Valley Road approaches at the intersection, and an exclusive pedestrian phase is provided for crossing. Concrete sidewalks are located on both sides of all approaches to the intersection.

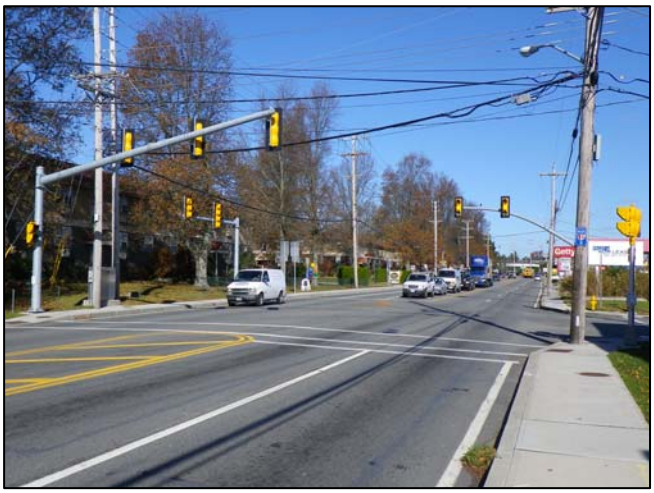


Photo 6: West Main Road at Valley Road

Tank Farms 1 and 2, Portsmouth, RI

Stringham Road

Stringham Road is a two-lane, east/west roadway connecting West Main Road, to the east, with Defense Highway/Burma Road, to the west. Stringham Road is urban collector, operating under the jurisdiction of the U.S. Navy. In general, the roadway is approximately 20-21 feet wide with no marked lanes. Land use along the roadway is residential, with several housing developments present on each side. The posted speed limit along the roadway is 30 miles per hour.

Photo 7: Stringham Road

Defense Highway/Burma Road

Defense Highway/Burma Road is a 4.4 mile north/south roadway, connecting Stringham Road in Middletown with the Gate 17 Access Road in Portsmouth. The roadway, which is classified as an urban collector, operates under the jurisdiction of the U.S. Navy, serving as a major access point between the Navy operations and West Main Road. Defense Highway/Burma Road is a two-lane roadway, with one 11-foot travel lane and one 4-foot shoulder in each direction. "Share the Road" signs are posted along the roadway for its entire length, highlighting the potential for the presence of bicyclists along the roadway. The area adjacent to the roadway is largely undeveloped to the west, and is a mix of recreational and residential uses to the east. The Newport Secondary Rail Corridor parallels the roadway to the west, with an at-grade crossing in the vicinity of the Wanumetonomy Golf and Country Club, where the railway then follows along the east side of the roadway. The posted speed limit along the roadway varies between 25 and 35 miles per hour in both directions.

Photo 8: Defense Highway/Burma Road

Bradford Avenue

Bradford Avenue is a two-direction east/west roadway that connects West Main Road with the waterfront area and marine uses in Portsmouth. Bradford Avenue becomes Chelsea Drive approximately 600 feet west of West Main Road. The west portion of the roadway, accessing the tank farm site and the waterfront, is gated and closed to vehicular traffic. The roadway is generally 20-22 feet wide with no marked lanes and a posted speed limit of 15 miles per hour. Land use along the roadway is a mix of residential and recreational. The Melville Campground, which includes a playground and recreational vehicle hookups, is located along the north side of the roadway in the vicinity of Sullivan Drive.

Alexander Road

Alexander Road, also known as East Passage, is a two-direction north/south roadway that provides direct access from Stringham Road and Defense Highway to the East Passage Yachting Center/Melville Marina along the Portsmouth coast. The roadway is approximately 22 to 23 feet wide with no marked lanes and is a local unclassified roadway. The posted speed limit along the roadway is 15 miles per hour. The surrounding land use is a mix of commercial and industrial marine uses.

West Main Road (Route 114) and Bradford Avenue

The intersection of West Main Road with Bradford Avenue forms a three-legged unsignalized intersection. West Main Road runs in a north/south direction and Bradford Avenue runs in an east/west direction. Bradford Avenue is signed as a private way at West Main Road and is a shared entrance with the parking lot for the Melville Elementary School. At the intersection, West Main Road has two 10 to 11-foot wide lanes in each direction, separated by a flush, 3-foot striped median. Bradford Avenue operates under stop-sign control at the intersection and a stop bar is marked on the approach. The roadway is approximately 36 feet wide with no lane markings.

Photo 9: West Main Road at Bradford Avenue

West Main Road (Route 114) and Stringham Road

The intersection of West Main Road with Stringham Road forms a four-legged signalized intersection. West Main Road runs in a north/south direction and Stringham Road runs in an east/west direction. The westbound approach to the intersection is formed by the driveway for Dunkin Donuts. The West Main Road northbound approach has one 12-foot designated left turn lane, one 11-foot and one 12-foot through lane, and a 2-foot shoulder northbound. Southbound on this approach there are two 11-foot travel lanes and a 1-foot shoulder. The southbound approach on West Main Road has one 11-foot designated left turn lane, two 11-foot through lanes, one 11-foot designated right turn lane, and a 1-foot shoulder southbound. One 12-foot and one 18-foot travel lane and a two-foot shoulder northbound exist on the southbound approach. The eastbound approach to the intersection, on Stringham Road, has one 11-foot designated left turn lane, one 12-foot general purpose lane, and one 2-foot shoulder eastbound and one 11-foot travel lane and an 8-foot shoulder westbound. The Dunkin Donuts driveway has one 10-foot designated left turn lane and one 10-foot shared lane westbound with one 18-foot travel lane eastbound. Crosswalks are marked across the northbound and eastbound approaches to the intersection.

Photo 10: West Main Road at Stringham Road

Defense Highway/Burma Road and Stringham Road

The intersection of Defense Highway/Burma Road with Stringham Road forms a skewed three-legged unsignalized intersection. Stringham Road operates uncontrolled at the intersection and Defense Highway/Burma Road operates under stop sign control. At the intersection, Stringham

Road and Defense Highway/Burma Road both run in a north/south direction, with Burma Road intersecting Stringham Road from the west at a sharp angle. The two roads form what is considered a "hairpin turn", forcing drivers on Stringham Road northbound to turn almost 180 degrees to travel on Burma Road southbound. The Stringham Road approaches to the intersection have one lane in each direction, with no pavement markings. The northbound approach varies from 22 to 28 feet wide, while the southbound approach is approximately 22 feet wide. The Burma Road approach has one 12-foot travel lane and 1-foot shoulder northbound with one 17-foot travel lane and a 7-foot travel lane southbound, separated by a solid double yellow centerline.

Photo 11: Defense Highway/Burma Road at Stringham Road

Defense Highway/Burma Road Corridor, Portsmouth and Middletown, RI

Defense Highway and Greene Lane

The intersection of Defense Highway with Greene Lane forms a three-legged unsignalized intersection. Defense Highway runs in a north/south direction, while Greene Lane runs in an east/west direction. At the intersection, Defense Highway operates uncontrolled while Greene Lane operates under stop sign control. Defense Highway, in both the northbound and southbound directions, has one 11-foot travel lane and 4-foot shoulder in each direction. Directional traffic is separated by a solid double yellow line. "Share the Road" signs are posted in the southbound direction on Defense Highway opposite Greene Lane, and a "Defense Highway Commuter Bike Lane" sign is posted just south of Greene Lane on Defense Highway. Greene Lane at the intersection is approximately 24 feet wide with no pavement markings.

Photo 12: Defense Highway and Greene Lane

Defense Highway and the Gate 17 Access Road

The intersection of Defense Highway and the Gate 17 Access Road forms a three-legged signalized intersection. Gate 17 forms the northbound approach, Defense Highway forms the southbound approach, and the Gate 17 Access Road forms the westbound approach. Directly opposite the Gate 17 Access Road is a road that provides access to a pier and an industrial/maintenance area. Jersey barriers are positioned across the approach closing it to

traffic. No signal heads are provided for the approach. The southbound approach to the intersection, on Defense Highway, has one 10-foot designated left turn lane and one 11-foot designated through lane southbound with a 12-foot travel lane and 2-foot shoulder northbound. Directional traffic on this approach is separated by a solid double yellow line. The northbound approach to the intersection, Gate 17, has one 15-foot designated left turn lane and one 18-foot shared lane northbound with one 26-foot lane southbound. Directional traffic on this approach is separated by a raised grass island with chain link fence at its perimeter. Chain link gates are installed across both directions of travel on this approach, as it is a secure entrance that provides direct access to Naval Station Newport. Directly south of the intersection, all entrants are required to stop and show identification to proceed. The Gate 17 Access Road forms the westbound approach to this intersection, with two 11-foot lanes westbound and one 12-foot lane eastbound. The Newport Secondary Rail Corridor intersects this approach, and signs are posted warning eastbound and westbound traffic not to stop on the tracks. Crosswalks are marked across Gate 17 and the closed roadway. Sidewalks are present on the south side of the Gate 17 Access Road and the east side of Defense Highway.

Photo 13: Defense Highway at the Gate 17 Access Road

EXISTING TRAFFIC VOLUMES

Traffic volume data for the study area was collected by Transportation Data Corporation (TDC) on Tuesday and Wednesday, October 23-24, 2012. Manual turning movement counts were performed at the following intersections from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.:

- Admiral Kalbfus Road/Training Station Road & Third Street – Newport, RI
- West Main Road (Rte. 114) & Coddington Highway/Rockwood Road – Middletown, RI
- West Main Road (Route 114) & Valley Road (Route 214) - Middletown, RI
- Defense Highway/Burma Road & Greene Lane – Middletown, RI
- West Main Road (Route 114) & Stringham Road – Portsmouth, RI
- West Main Road (Route 114) & Bradford Avenue – Portsmouth, RI
- Defense Highway/Burma Road & Stringham Road – Portsmouth, RI

The a.m. peak hours at the intersections varied, but generally occurred between 7:00 a.m. and 8:15 a.m. The p.m. peak hours also varied, occurring between 3:15 p.m. and 5:45 p.m. To provide a conservative analysis of the intersections and the roadway network within each area, the peak hours at each individual intersection were used in the analysis, although they do not necessarily correspond with each other. A summary of the a.m. and p.m. peak hours for each intersection are provided in the following table.

Table 1: Intersection AM and PM Peak Hours

Intersection	City/Town	AM Peak Hour	PM Peak Hour
Admiral Kalbfus Road/Training Station Road & Third Street	Newport, RI	7:00 – 8:00	3:15 – 4:15
West Main Road (Route 114) & Coddington Highway/Rockwood Road	Middletown, RI	7:45 – 8:45	4:45 – 5:45
West Main Road (Route 114) & Valley Road (Route 214)	Middletown, RI	8:00 – 9:00	4:45 – 5:45
Defense Highway/Burma Road & Greene Lane	Middletown, RI	7:15 – 8:15	3:30 – 4:30
West Main Road (Route 114) & Stringham Road	Portsmouth, RI	7:15 – 8:15	4:00 – 5:00
West Main Road (Route 114) & Bradford Avenue	Portsmouth, RI	7:15 – 8:15	4:15 – 5:15
Defense Highway/Burma Road & Stringham Road	Portsmouth, RI	7:15 – 8:15	4:00 – 5:00

Automatic Traffic Recorder (ATR) counts were taken in the vicinity of the study sites on Tuesday and Wednesday, October 23-24, 2012. The locations of the ATR counts are listed below, and a summary of the average daily traffic on each roadway is provided in Table 2:

- Third Street, south of Dyers Gate Road – Newport, RI
- Coddington Highway, west of Jones Road – Middletown, RI
- West Main Road (Route 114) south of Valley Road – Middletown, RI
- Defense Highway/Burma Road north of Greene Lane – Middletown, RI
- West Main Road (Route 114) north of John Kesson Lane – Middletown, RI
- Stringham Road west of West Main Road (Route 114) – Portsmouth, RI
- Bradford Avenue east of Sullivan Drive – Portsmouth, RI
- Alexander Road south of Bay View Terrace – Portsmouth, RI

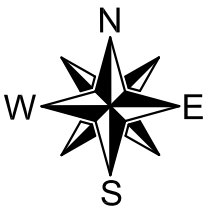
Table 2: Average Daily Traffic Summary

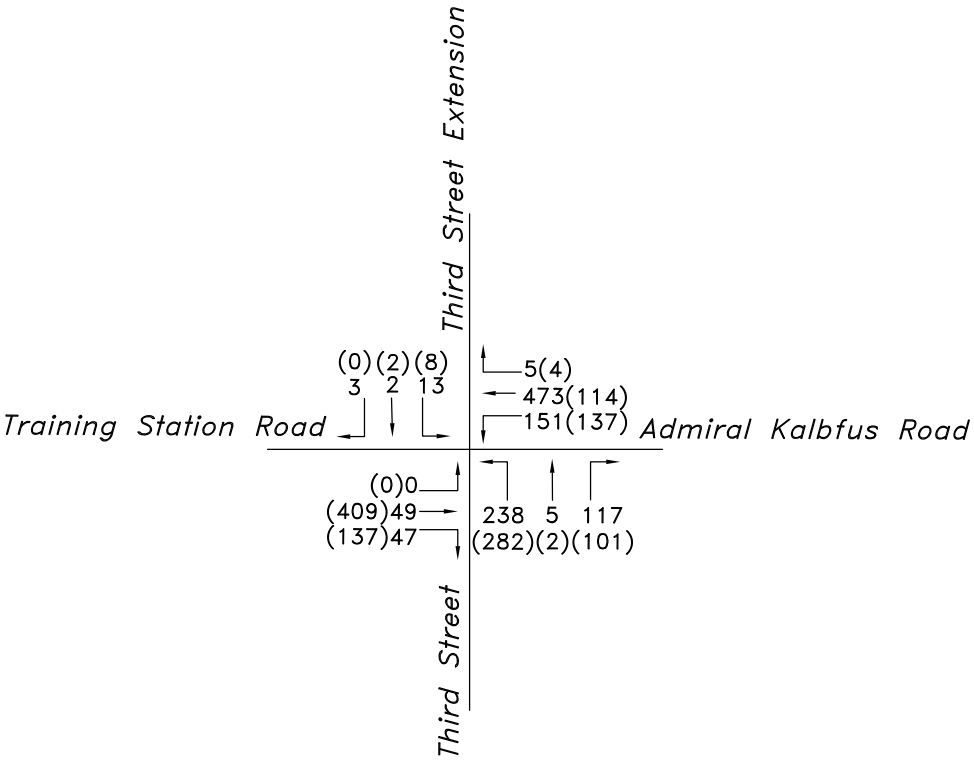
Roadway	Location	City/Town	ADT[1]
Third Street	South of Dyers Gate Road	Newport, RI	5,079
Coddington Highway	West of Jones Road	Middletown, RI	18,576
West Main Road	South of Valley Road	Middletown, RI	26,366
Defense Highway	North of Greene Lane	Middletown, RI	5,406
West Main Road	North of John Kesson Lane	Middletown, RI	22,136
Stringham Road	Between Cimaroon Drive Loop	Portsmouth, RI	6,246
Bradford Avenue	East of Sullivan Drive	Portsmouth, RI	170
Alexander Road	South of Bay View Terrace	Portsmouth, RI	996

1. Average Daily Traffic provided in Vehicles per Day.

In the preparation of this study, RIDOT factors for urban roadways were reviewed to determine the need for a seasonal adjustment of the existing 2012 data. Based on the 2011 urban factors, traffic data obtained in October is approximately 3% greater than the average month data. As such, no seasonal factor was utilized in the analysis.

Existing 2012 a.m. and p.m. peak hour volumes for the study areas are provided in Figures 5,6, and 7.





LEGEND

AM PEAK HOUR (PM PEAK HOUR)

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

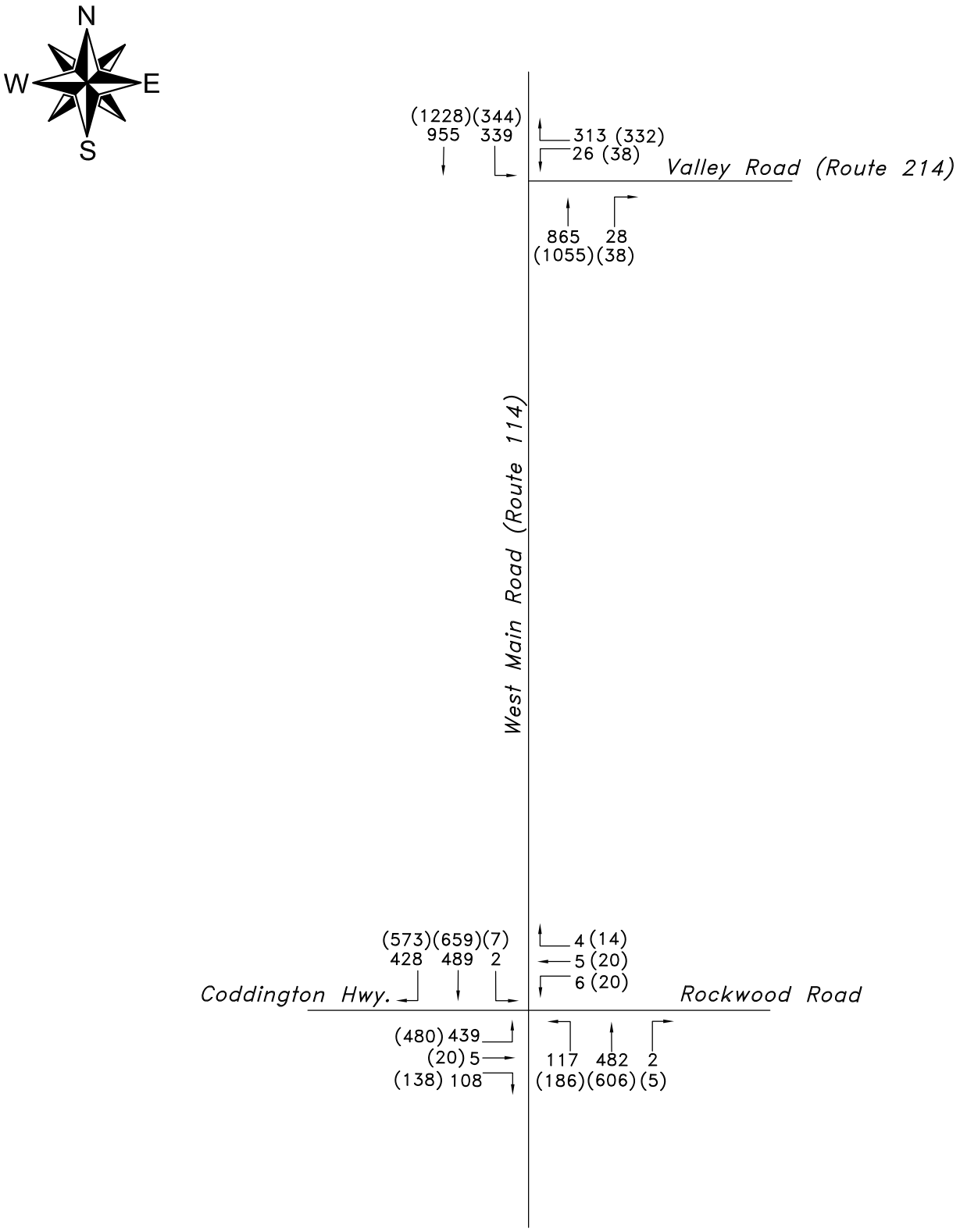
PROJECT NO. 12168.00

DATE: January 2013

Figure 5

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Naval Hospital Existing (2012) Traffic Volumes
AM & PM Peak Hours

NEWPORT, RHODE ISLAND



LEGEND

AM PEAK HOUR (PM PEAK HOUR)

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

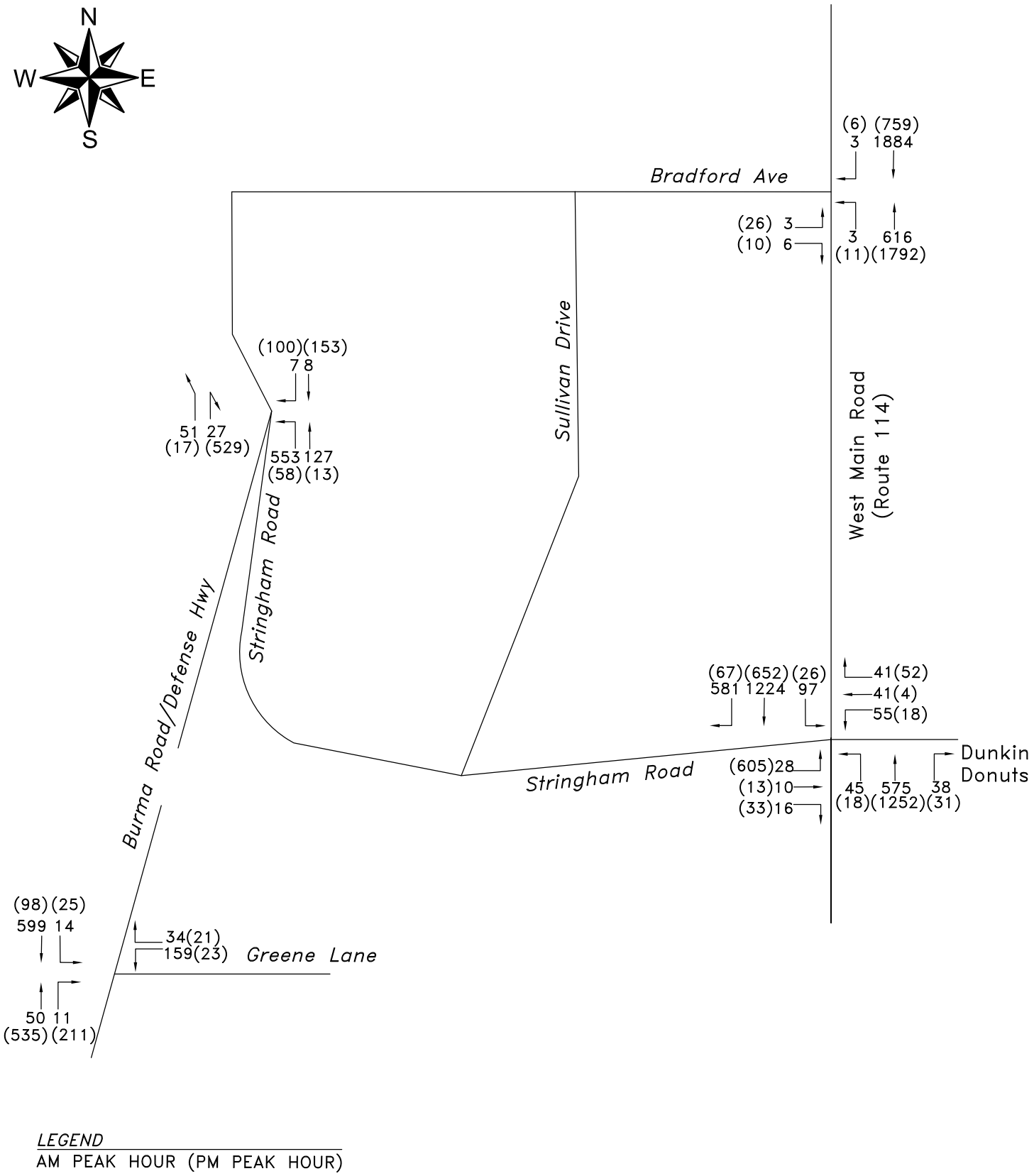
PROJECT NO. 12168.00

DATE: January 2013

Figure 6

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Navy Lodge Existing (2012) Traffic Volumes
AM & PM Peak Hours

MIDDLETOWN, RHODE ISLAND



PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

PROJECT NO. 12168.00

DATE: January 2013

Figure 7

TIA for the Disposal and Reuse of Excess Parcels at Naval Station Newport

Tank Farms 1 & 2 Existing (2012) Traffic Volumes AM & PM Peak Hours

PORSTMOUTH/MIDDLETOWN, RHODE ISLAND

SAFETY ANALYSIS

Crash Data

Crash data was requested from the Towns of Portsmouth and Middletown and the City of Newport for the most recent three year period. The specific areas where data was requested were those in the vicinity of the surplus parcels.

In Portsmouth, data was requested for the following locations:

1. West Main Road (Rt. 114) between Stringham Road and Bradford Avenue
2. Bradford Avenue/Chelsea Drive between West Main Road (Route 114) and East Passage
3. Stringham Road between West Main Road (Route 114) and Defense Highway/Burma Road
4. Defense Highway/Burma Road between East Passage and the Middletown Town Line

Within these areas, between January 2009 and October 2012, 122 crashes were reported at 11 different intersections. Ninety-five involved property damage only and 27 resulted in an injury. Sixty-three were rear-end crashes, 23 were angle crashes, 15 were sideswipes in the same direction, 10 were motorist collisions with an object, 4 were motorist losses of control, 4 were motorist collisions with an object, 1 was a head-on crash, 1 was a sideswipe in the opposite direction, and 1 involved a backing vehicle.

The majority of the crashes reported in Portsmouth were rear ends, which are typical at signalized intersections and generally low severity. The greatest number of crashes within the study area and time frame occurred at the intersection of West Main Road and Stringham Road, where 57 were reported over the almost four years of data. Thirteen of the crashes reported at this intersection involved one of the driveways to the Mobil Xtra Mart located just south of the intersection. It is also worth noting that the east leg of the intersection is a Dunkin Donuts driveway, which likely contributed to the frequency of crashes at the intersection.

In Middletown, crash data was requested for the following locations:

1. Defense Highway from the Portsmouth Town Line to the Gate 17 Access Road, including the intersection at Greene Lane
2. West Main Road (Route 114) from the Portsmouth Town Line to Greene Lane, including the intersection at Greene Lane
3. West Main Road (Route 114) from Chases Lane to East Main Road (Route 138)
4. Coddington Highway from West Main Road (Route 114) to the Newport City Line

Within these areas, between January 2010 and October 2012, 136 crashes were reported at 13 different intersections. One hundred and ten crashes involved property damage only and 26 resulted in an injury. Sixty-five were rear-end crashes, 22 were broadside crashes, 20 were angle crashes, 14 were sideswipes in the same direction, 5 were head-on crashes, 4 were motorist crashes with a pedestrian or bicyclist, 3 were motorists that lost control of their vehicle, 2 were motorist collisions with an object, and 1 was a sideswipe in the opposite direction.

The majority of the crashes reported in Middletown were rear ends, which are typical at signalized intersections and are generally low severity. The greatest number of crashes within the study area and time frame were reported at the intersection of West Main Road and East Main Road. Sixty-one crashes were reported over the almost three years of data that was observed. This intersection has recently undergone improvements as part of the Reconstruction of Two Mile Corner project. Many of the crashes reported within the study area occurred on Coddington

Highway. This roadway has also recently undergone striping improvements as part of RIDOT's RI*STARS program, under Aquidneck Island Contract 1. A road diet has been implemented on Coddington Highway between Girard Avenue and West Main Road. This section now has one travel lane in each direction with a center two-way left turn lane in place. It is likely that the revision to the existing lane configuration will impact the crash patterns along the roadway.

In Newport, crash data was requested for Admiral Kalbfus Road (Route 138)/Training Station Road between Third Street and the Pell Bridge On– and Off-Ramps and Third Street between Admiral Kalbfus Road (Route 138)/Training Station Road and Sycamore Street.

Within the study area, 98 crashes were reported between January 2009 and October 2012 at 8 intersections and the Pell Bridge On- and Off-ramps at J.T. Connell Highway and Admiral Kalbfus Road. The descriptions for the crashes at the ramps intersections varied considerably, therefore, the crash locations could not always be accurately identified. Seventy-eight of the crashes involved property damage only and 20 involved an injury. Sixty were rear-end crashes, 12 were sideswipes in the same direction, 11 were motorist collisions with an object, 9 were motorist losses of control, 4 were angle crashes, 1 was a sideswipe in the opposite direction, and 1 was a head-on crash.

Similar to Portsmouth and Middletown, the majority of reported crashes were rear-ends, which are typical at signalized intersections and are expected in a dense urban area. The highest number of crashes within the study period occurred at the Route 138 eastbound exit ramp intersection with Admiral Kalbfus Road. Thirty-six crashes were reported at this intersection, of which 33 were rear ends and 32 involved property damage only.

It should be noted that RIDOT has recently reconfigured the approaches to the rotary at the intersection of J.T. Connell Highway and Admiral Kalbfus Road. The revised approaches include wider splitter islands, a greater entrance angle, and signing and striping in accordance with current standards for roundabouts. In addition, this area will undergo major improvements in the coming years as part of RIDOT's Pell Bridge Ramps project. Both the approach improvements and the overall improvements to the area will impact the crash patterns and frequency within the study area.

Complete crash summaries for Portsmouth, Middletown, and Newport are included in Appendix B.

Speed Studies

Speed studies were performed on each of the key study area roadways in the vicinity of the excess Navy property to determine typical travel speeds. The roadways were selected based on the location of the property and the expected location of the access and egress point(s). Speed studies were completed at the following locations:

- Third Street – Newport, RI
- Coddington Highway, West of West Main Road – Middletown, RI
- Defense Highway, North of Greene Lane – Middletown, RI
- Stringham Road, West of Sullivan Drive – Portsmouth, RI
- West Main Road, near Browns Lane – Middletown, RI

In general, the 85th percentile travel speeds along these roadways were higher than the posted speed limits. On Coddington Highway and Defense Highway, the travel speeds were as much as 15 miles per hour higher than the posted speed limit. On West Main Road in Middletown, the

average travel speeds were slightly lower than the posted speed limit. This area is densely commercial with a number of adjacent driveways and traffic signals. Achieving a true free-flow speed is difficult along this stretch of roadway.

Summary tables are provided below with the speed study results for each roadway. Complete speed study results are provided in Appendix A.

Table 3: Third Street

	Posted Speed	Average Speed	True Median (50th Percentile)	85th Percentile	10 MPH Pace	Percent of vehicles over 25 MPH
Northbound	25	30	30	34	25–34	90
Southbound	25	30	30	34	23-32	80
Summary	25	30	30	34	25-34	85

Table 4: Coddington Highway, West of West Main Road

	Posted Speed	Average Speed	True Median (50th Percentile)	85th Percentile	10 MPH Pace	Percent of vehicles over 25 MPH
Westbound	25	36	36	41	34-43	98
Eastbound	25	35	35	40	30-39	98
Summary	25	36	36	41	31-40	98

Table 5: Defense Highway, North of Greene Lane

	Posted Speed	Average Speed	True Median (50th Percentile)	85th Percentile	10 MPH Pace	Percent of vehicles over 35 MPH
Northbound	35	40	40	44	35-44	82
Southbound	35	43	43	49	36-45	100
Summary	35	41	42	46	35-44	90

Table 6: Stringham Road, West of Sullivan Drive

	Posted Speed	Average Speed	True Median (50th Percentile)	85th Percentile	10 MPH Pace	Percent of vehicles over 30 MPH
Northbound	30	32	32	35	27-36	68
Southbound	30	34	35	37	28-37	88
Summary	30	33	33	36	28-37	78

Table 7: West Main Road near Browns Lane

	Posted Speed	Average Speed	True Median (50th Percentile)	85th Percentile	10 MPH Pace	Percent of vehicles over 35 MPH
Northbound	35	32	31	35	27-36	12
Southbound	35	33	33	37	27-36	25
Summary	35	32	32	36	27-36	19

Proposed Development Alternatives

Three redevelopment alternatives were reviewed for each impacted parcel. Alternative 1 is a moderate density alternative that proposes reuse of the excess property in accordance with the July 6, 2001 Final Draft Redevelopment Plan. Full build-out is expected to occur over 20 years. The second alternative, Alternative 2, was developed to identify the potential for a higher density of development at each of the surplus sites. Alternative 2 contains a higher level of commercial uses, including office and retail, and industrial development. For this alternative, full build-out is also expected to occur over 20 years. The third alternative is the No Action Alternative. Under this alternative, all excess property will be retained by the U.S. Government in caretaker status. No reuse or redevelopment would occur at any of the properties. Alternative 1 is the preferred development alternative being proposed for each of the four surplus properties. A summary of the potential development as part of Alternatives 1 and 2 is provided below for each surplus property location.

Naval Hospital, Newport, RI

Located on Third Street in Newport north of the Pell Bridge ramps, the former Naval Hospital parcel is 10 acres, containing six buildings and one pier. Under Alternative 1, the site would be redeveloped to include 120-room, 3-story hotel with space for retail and/or restaurants over at-grade parking, a 3-story, 36-unit residential building over at-grade parking, a 1.8 acre waterfront park, including amenities such as a pier, a waterfront pedestrian path, a marine harbor shuttle station, and recreational boat moorings, approximately 160 parking spaces, and approximately 1.8 acres of open space. Under Alternative 2, the hotel and waterfront park would remain as proposed in Alternative 1, but the residential units would be replaced by approximately 35,000 square feet of commercial/office space. The number of parking spaces would be increased moderately to 204 to accommodate the office use, resulting in a slightly lower amount of open space at 1.5 acres. The table below summarizes the potential development for the Naval Hospital site under Alternatives 1 and 2. Figures 8 and 9 show the potential development alternatives for the Naval Hospital site.

Table 8: Naval Hospital Development Alternatives

Land Use Upon full Build-Out	Alternative 1	Alternative 2
Hotel (Rooms)	120	120
Residential (Units)	36	-
Commercial/Office (Sq. Ft.)	-	34,848
Open Space (Acres)	1.8	1.5
Waterfront Park (Acres)	1.8	1.8
Parking (Spaces)	161	204
Submerged Land (Acres)	3.0	3.0
Access (Acres)	0.6	0.4

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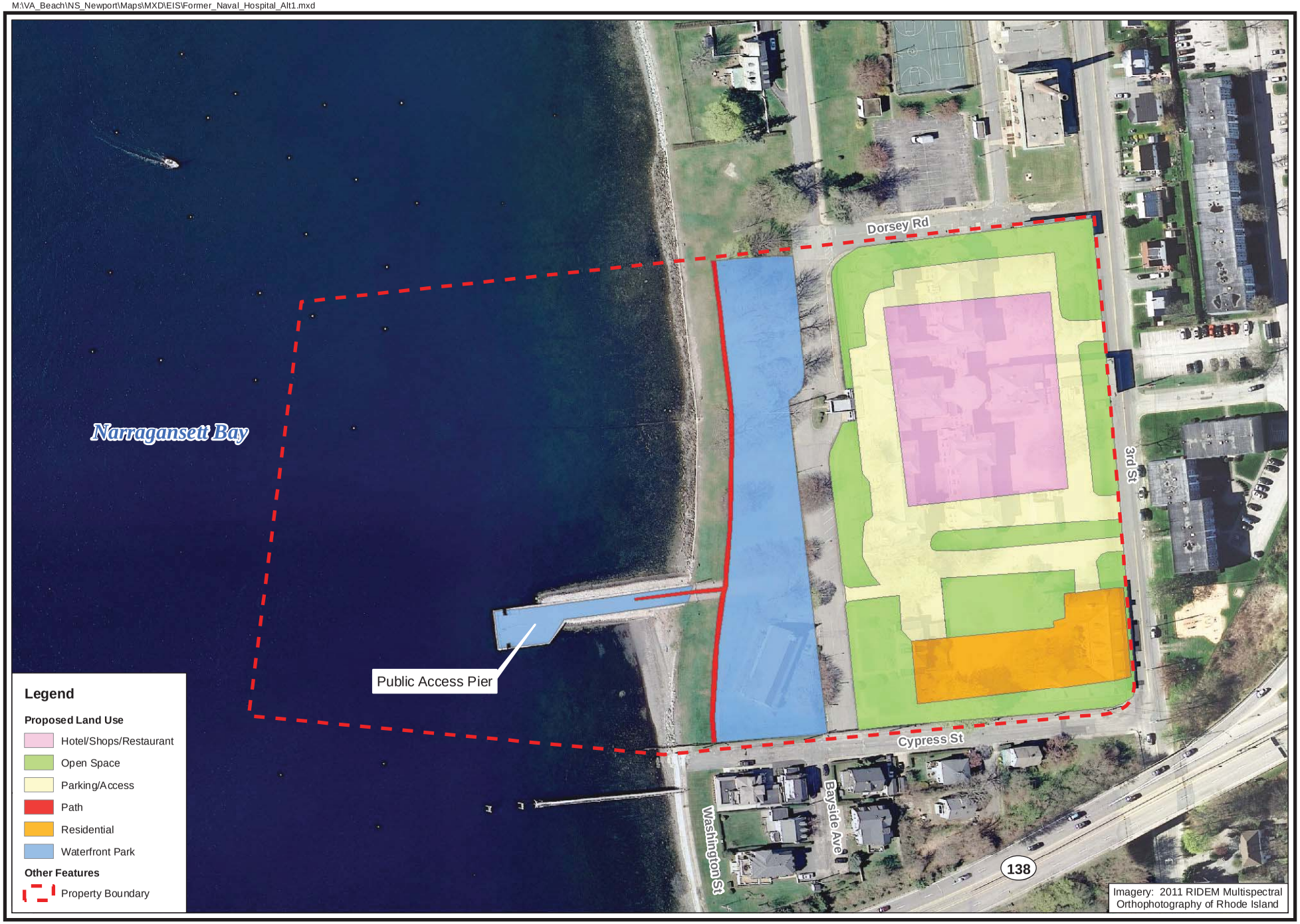

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Figure 8
Alternative 1 – Preferred Redevelopment of the Naval Hospital
NAVSTA Newport, Rhode Island

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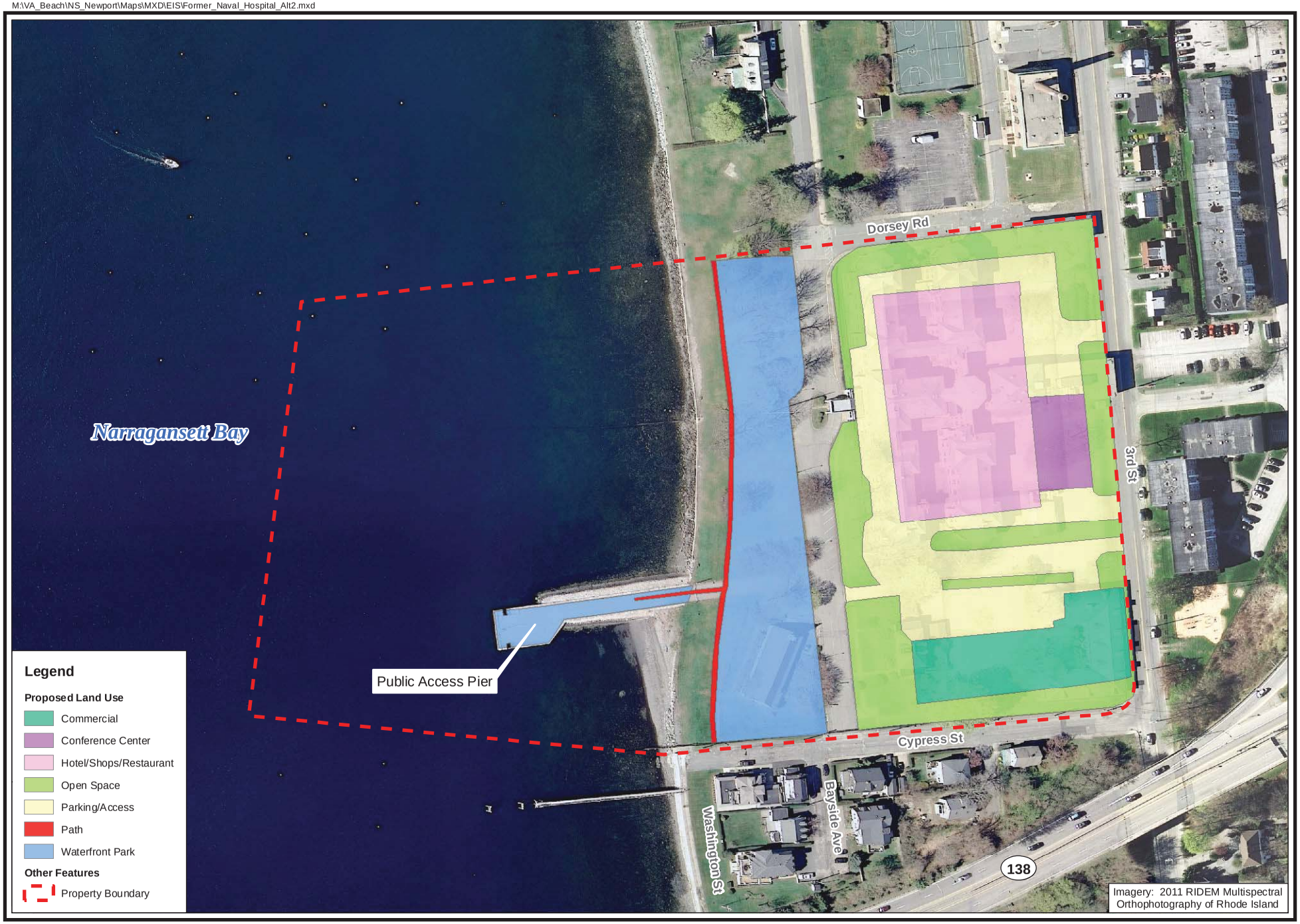

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Figure 9
Alternative 2 – High Density Redevelopment of the Naval Hospital
NAVSTA Newport, Rhode Island

Navy Lodge, Middletown, RI

The former Navy Lodge parcel is a 3-acre parcel located on the northwest corner of the intersection of Coddington Highway and West Main Road (Route 114). The building was demolished in 2004, and the site is currently a vacant, grass-covered lot. The redevelopment alternatives for this parcel both include two retail buildings, either one-or two-story in size. Under Alternative 1, the buildings would be one-story each and total approximately 30,000 square feet, while under Alternative 2, the buildings would increase to two stories each and a total square footage of approximately 61,000 square feet. The required parking varies between 145 and 185 spaces, and the resulting open space varies between 0.9 acres and 1.2 acres. The Navy Lodge development alternatives are summarized in the table below. Figures 10 and 11 show the potential development alternatives for the Navy Lodge site.

Table 9: Navy Lodge Development Alternatives

Land Use Upon full Build-Out	Alternative 1	Alternative 2
Retail (Sq. Ft.)	30,492	60,984
Open Space (Acres)	1.2	0.9
Parking (Spaces)	145	185
Access (Acres)	0.3	0.3

Tank Farms 1 and 2, Portsmouth, RI

Tank Farms 1 and 2 are located northeast of the intersection of Stringham Road with Defense Highway, occupying a combined are of approximately 146 acres. Under Alternative 1, the farms would be redeveloped to include approximately 192,000 square feet of light industrial space and 109,000 square feet of office space. In addition, 3.6 acres for a solar array, 2,900 parking spaces, and 114 acres of open space would be included. Under Alternative 2, the light industrial area would increase to approximately 205,000 square feet and the office space would increase to approximately 139,000 square feet. The number of proposed parking spaces would also increase accordingly. The Solar array would remain as proposed in Alternative 1, and the available open space would decrease slightly to 111 acres as a result of the increase in industrial and office space. The development alternatives for Tank Farms 1 and 2 are summarized in the table below. Figures 12 and 13 show the potential development alternatives for Tank Farms 1 and 2.

Table 10: Tank Farms 1 and 2 Development Alternatives

Land Use Upon full Build-Out	Alternative 1	Alternative 2
Light Industrial (Sq. Ft.)	191,664	204,732
Office (Sq. Ft.)	108,900	139,392
Solar Array (Acres)	3.6	3.6
Parking (Spaces)	2,900	3,196
Open Space (Acres)	113.9	110.9
Access (Acres)	2.2	2.5

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0 50 100 200 Feet

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Figure 10
Alternative 1 – Preferred Redevelopment of the Navy Lodge
NAVSTA Newport, Rhode Island

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0 50 100 200 Feet

N

Figure 11
Alternative 2 – High Density Redevelopment of the Navy Lodge
NAVSTA Newport, Rhode Island

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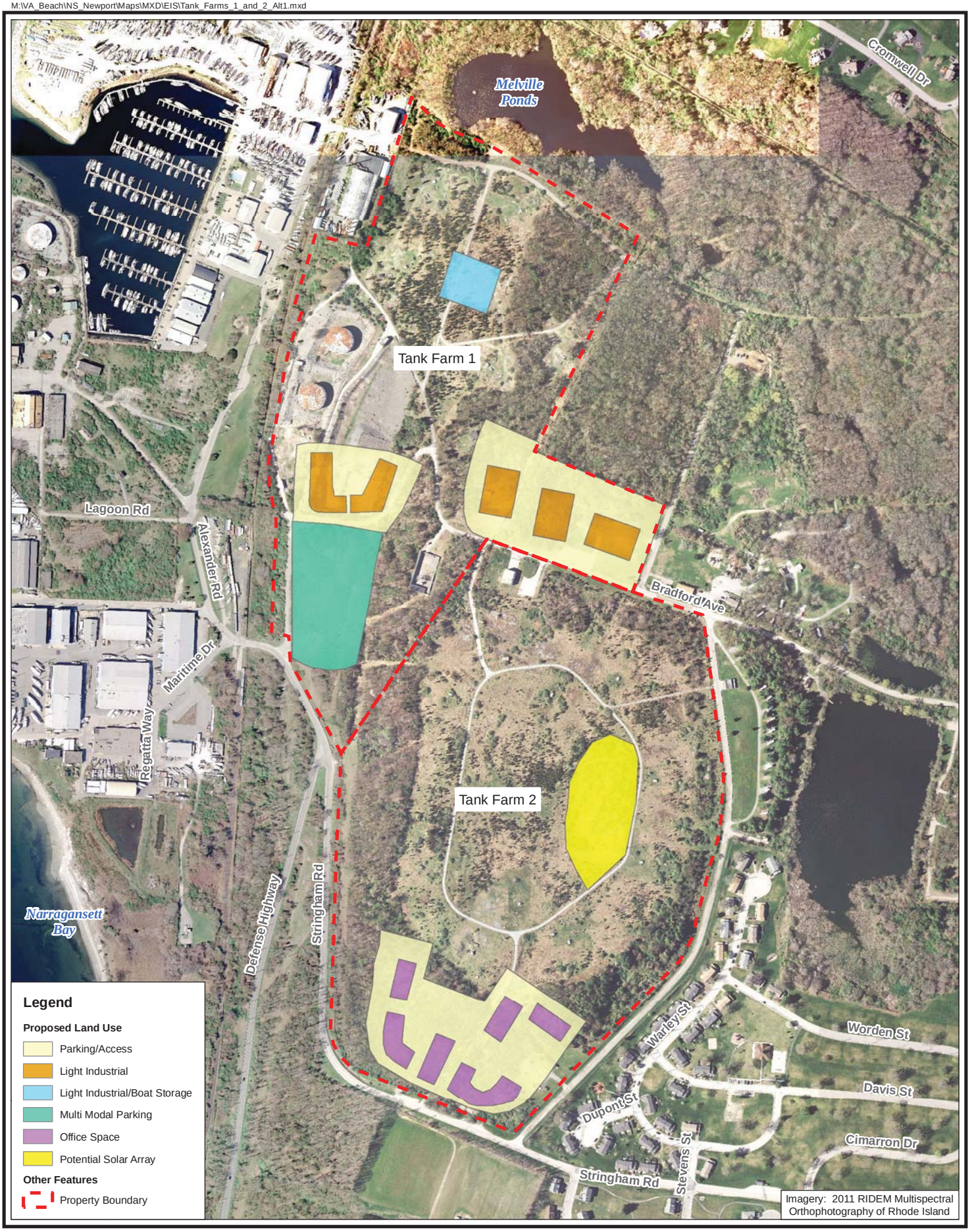

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Figure 12
Alternative 1 – Preferred Redevelopment of Tank Farms 1 and 2
NAVSTA Newport, Rhode Island

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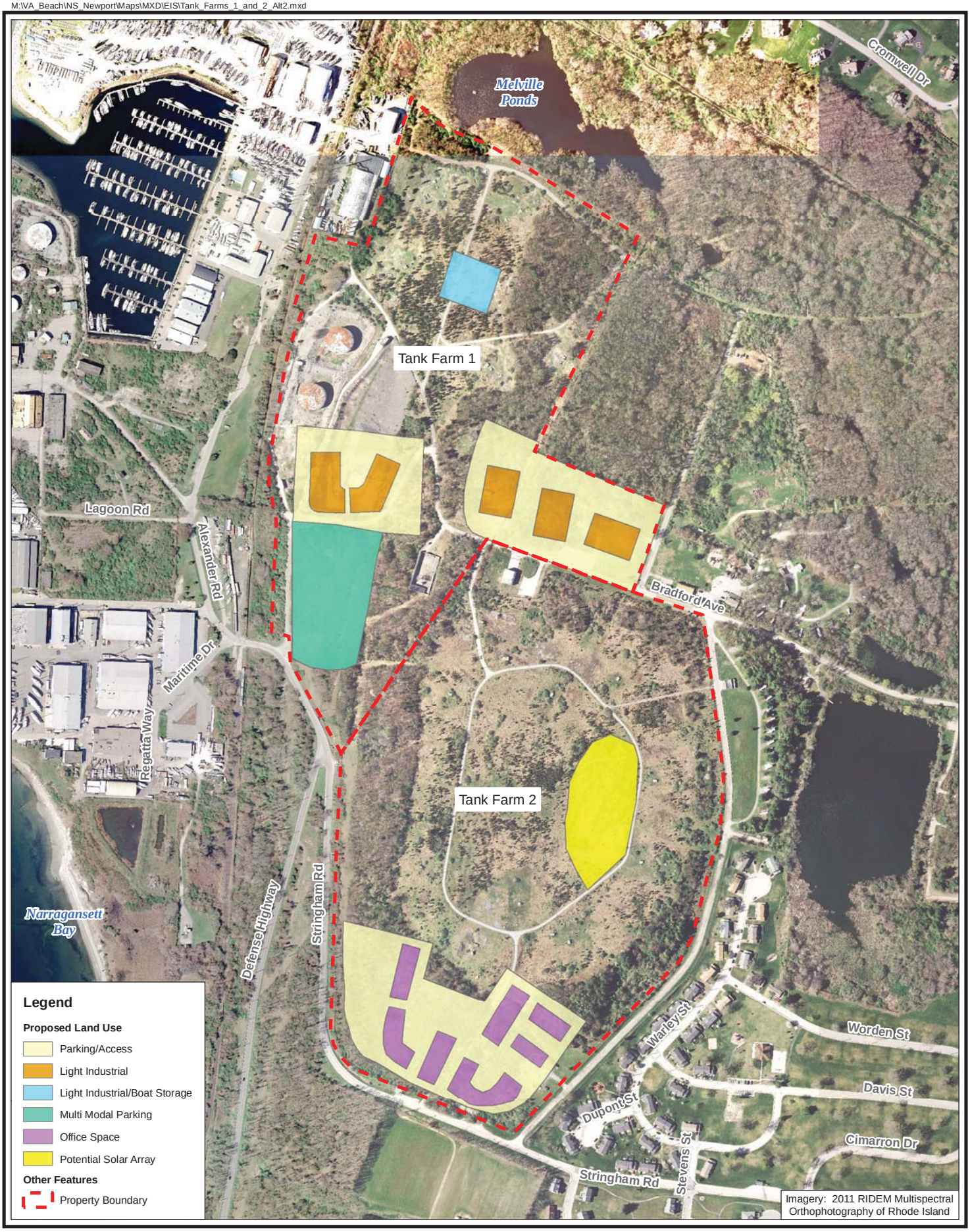

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Figure 13
Alternative 2 – High Density Redevelopment of Tank Farms 1 and 2
NAVSTA Newport, Rhode Island

Defense Highway/Burma Road Corridor, Portsmouth and Middletown, RI
The Defense Highway/Burma Road corridor begins at Stringham Road in Portsmouth and continues south to the Gate 17 Access Road in Middletown. The 67-acre parcel is located along the northwestern portion of NAVSTA Newport on the western shoreline of Aquidneck Island. Both redevelopment alternatives call for maintaining the existing two-lane roadway while adding a multi-use pathway in a greenbelt on the west side of the roadway next to the water, opposite the railroad tracks. In both alternatives, recreation/open space use is proposed at the Midway Pier/Greene Lane area in the form of a shoreline park. This park is expected to include a fishing pier, a kayak launch, restrooms, playgrounds, picnic areas, pathways, and parking. The restrooms, playground and picnic area, and public pier would encompass approximately 0.7 acres of the available open space. Under Alternative 2, the size of the park would be increased, with more parking, a larger playground, and an expanded pier width. The playground would be approximately 0.1 acres and the picnic area and public pier would be redeveloped on slightly less than one acre. The development alternatives for the Defense Highway/Burma Road corridor are provided below. Figures 14 and 15 show the potential redevelopment alternatives for the Defense Highway/Burma Road corridor.

Table 11: Defense Highway/Burma Road Corridor Development Alternatives

Land Use Upon full Build-Out	Alternative 1	Alternative 2
Open Space (Acres)	15	15
Park Size (Acres)	0.7	1.1
Existing Road and Right-of-Way	52	52
Parking (Spaces)	52	107

Sight Distance
According to the AASHTO publication, *A Policy on Geometric Design of Streets and Highways, 2011 Edition,* sight distance is the length of the roadway that is visible to the driver as he or she is approaching a driveway, fixed object, or other point of interest. The available sight distance on a roadway should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path. Stopping sight distance (SSD) measurements were taken at the proposed site driveway locations for each excess Navy property parcel.

The proposed site entrance(s) at the Naval Hospital and Tank Farms 1 and 2 are located on side streets with low to moderate existing travel volumes, while the proposed site entrance for the former Navy Lodge site is located on a higher-volume roadway. Improvements will be required at each site entrance to accommodate the new site and the potential traffic. Because the locations of the site entrances are still approximate, stopping and intersection sight distance availability will need to be reconfirmed if the redevelopment projects move forward to design and construction. Once the final access/egress locations have been determined, a definite measurement for sight distance can be obtained. A discussion of the available stopping sight distance at each location is provided below.

The proposed driveways for the redeveloped Naval Hospital site are located on Third Street, north of Cypress Street and south of Dorsey Road. Currently, three driveways are proposed. The northernmost driveway was assumed to be access-only, leading directly to the proposed hotel. It is expected to be located approximately opposite one of the driveways for the Bayside Village Apartments. The center driveway, located opposite the Bayside Village Apartments, is expected to provide egress from the hotel. The southernmost driveway is expected to provide access and

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0 0.125 0.25 0.5 Miles

N

Figure 14
Alternative 1 – Preferred Redevelopment of Defense Highway/Stringham Road Corridor
NAVSTA Newport, Rhode Island

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0 0.125 0.25 0.5 Miles

N

Figure 15
Alternative 2- High Density Redevelopment of Defense Highway/Stringham Road Corridor NAVSTA Newport, Rhode Island

egress to and from the residential building included as part of Alternative 1 or the commercial building included as part of Alternative 2. The speed study performed on Third Street indicates that the 85th percentile speed is 34 miles per hour, therefore, a design speed of 35 miles per hour was selected. The stopping sight distance required by AASHTO for a 35 mile per hour speed is 250 feet. At the location of the site drives, Third Street is flat and straight. Sight distance north of the driveways is clear to approximately the intersection of Admiral Kalbfus Road and Third Street and southerly beyond the Route 138 overpass. Both of these distances are greater than the 250 feet required by AASHTO. Parking is permitted along both sides of the roadway for much of its length and it is possible that parked vehicles on Third Street could impact the available line of sight for drivers entering and exiting the property. Consideration should be given to prohibiting parking on Third Street adjacent to the site driveways.

The proposed driveway for the redeveloped Navy Lodge site in Middletown is located on Coddington Highway, approximately 200 to 300 feet west of West Main Road. It is unknown at this time if this driveway will be a full-access driveway, or if it will allow right turns in and out only. The Town's West Main/Coddington Development Center Master Plan shows a right-turn in/out only driveway on Coddington Highway as part of the overall redevelopment plan, but that plan also includes site driveways on West Main Road. For this study, the proposed driveway at the Navy Lodge site was reviewed as both a full and restricted-access driveway.

Based on the speed study performed on Coddington Highway west of West Main Road, the 85th percentile speed on the roadway is 41 miles per hour. Therefore, a design speed of 45 miles per hour was selected. It should be noted that this is considerably higher than the posted 25 mile per hour speed limit. For a speed of 45 miles per hour, the AASHTO required stopping sight distance is 360 feet. From the location of the proposed site entrance to the east, visibility is clear to the intersection at West Main Road. The exact distance will depend upon the final location of the site driveway. From the area of the site entrance to the west, the available sight distance is well over 500 feet, which exceeds the AASHTO requirement for the selected design speed.

Access to the Tank Farms 1 and 2 sites will be available from Stringham Road and Bradford Avenue. Stringham Road is expected to provide access to the office space and some of the light industrial use and its associated parking. Bradford Avenue will provide direct access to the majority of the light industrial, the potential boat storage yard, and the solar array. Depending on the final layout of the proposed development and the configuration of the internal roadway network within the Tank Farms, patrons may be able to access all development from either roadway.

A speed study was conducted on Stringham Road west of Sullivan Drive, in the vicinity of the proposed entrance to the office space. The posted speed limit in this area is 30 miles per hour, and the measured 85th percentile speed along the roadway was 36 miles per hour. As such, a design speed of 40 miles per hour was selected. According to AASHTO, the required stopping sight distance for the 40 mile per hour design speed is 305 feet. From the approximate location of the site entrance to the east, sight distance is limited by a crest curve on Stringham Road at Sullivan Drive. Based on the location of the existing Tank Farm access on Stringham Road, it appears that the available sight distance would be approximately 440 feet. From the approximate location of the site entrance to the west, sight distance is limited by the horizontal curve on Stringham Road, approximately 350 feet. Similar to the other site entrances, these distances would need to be confirmed once the final location is determined. The approximate available distances on Stringham Road do exceed the minimum AASHTO requirements based on the 40 mile per hour design speed.

The second access point for the Tank Farms 1 and 2 sites on Stringham Road is located west of Defense Highway and east of Alexander Road and Maritime Drive. This driveway would likely provide access to and from one of the light industrial areas. Sight distance measurements were taken from the existing gated access road to the Tank Farms, assuming that the site entrance would be at the same location. From the driveway to the east, the available sight distance is approximately 560 feet to the curve in the road at Defense Highway. From the driveway to the west, the available sight distance is approximately 265 feet to the split in the roadway at Alexander Road and Maritime Drive. The posted speed limit on Stringham Road in the vicinity of this driveway is 25 miles per hour, for which a stopping sight distance of 155 feet is required by AASHTO. From this driveway location, the available sight distances exceed the AASHTO requirements for stopping sight distance.

Sight distance measurements were not taken on Bradford Avenue. The roadway currently dead ends at a gated entrance to the Tank Farms, which will likely become the access to the light industrial and boat storage uses. If access is provided directly onto Bradford Avenue, it would be located on the north side of the roadway, west of Sullivan Drive. From this location, sight distance is clear to the east beyond Sullivan Drive. TO the west, visibility is clear beyond the gated access, down the hill into the Tank Farm property. There was no posted speed limit on Bradford Avenue in the vicinity of the site entrance, however, it was posted as 15 miles per hour east of Sullivan Drive near the Melville Campground. It is likely that improvements will be required to the pavement structure on Bradford Avenue to accommodate the site traffic.

Potential Development in the Vicinity of the Study Sites

Future traffic volumes are generated by projecting the existing traffic volumes with an annual growth rate and including known potential developments within the study area. The potential redevelopment of the excess Navy parcels is expected to occur over a 20-year time frame. The planning departments for the City of Newport and the Towns of Middletown and Portsmouth were contacted to determine if there are any developments proposed in the vicinity of the Navy parcels whose trip generation information should be included in this study. Given the potential for development to occur over an extended period of time, accurately forecasting proposed developments can be difficult. Many of the projects identified by the planning departments are still in the preliminary design stages or are considered conceptual plans. As such, no specific trip generation values were included as part of the future no-build analysis. It should be noted that if development of any of the Navy parcels moves forward to design and construction, independent traffic impact studies will be required. These studies will more specifically estimate the impact of development based on existing conditions at that time and recent development in the study area.

<u>Portsmouth</u>

The Portsmouth Planning Department has indicated that three specific projects should be considered for inclusion in this study. The first includes the parcel of land located directly adjacent to Weaver Cove, owned by O'Neil Properties Group, which could potentially be redeveloped to include a 1,500 slip and 900 dwelling unit development. Most development is proposed along the shore of Weaver Cover south of Melville, and a portion is also proposed on the parcel of land immediately east of (and up the slope from) Defense Highway. Both Defense Highway and the Newport Secondary rail line separate this upland development from the waterfront. No specific timeline for the project was provided, although this project has been in discussion for some time.

A second project that could potentially occur over the next 20 years is the development of the "backyard" property at Melville. This property is approximately 32 acres, located west of Alexander Road. The "backyard" property is bounded by Alden Way to the south and the

Melville Marina to the north. Various concepts for development have been discussed to date, although no plans are currently under review. No specific timeline for the project was provided, and the planning department had no further information available.

A third potential project is the potential sale of some of the Raytheon property, which is located on West Main Road. Raytheon is actively trying to sell off two large buildings on the southeast corner of their property along with an undisclosed amount of land surrounding the buildings. This area could be redeveloped into any number of uses, including light manufacturing, a technical school, or indoor storage. The sale or sales have not yet occurred and the planning department had no further information available.

Middletown

One of the primary significant potential projects within Middletown is the West Main/Coddington Development Center Master Plan, which involves the redevelopment of the former Navy Lodge site and abutting Town Land. While this impact study is looking specifically at the Navy Lodge parcel, the West Main/Coddington plan includes the parcels directly north of the Navy site on West Main Road, the Town's Recreation Complex, the Middletown Public Library, and the former JFK School. The "preferred scenario" outlined for development within the plan explores the concept of creating a mixed-use center along the west side of West Main Road, including a mix of civic uses, offices, and retail. The long-term goal is to include buildings closer to the street, enhance the streetscape, and consolidate driveway entrances by providing shared parking at the rear of the lots.

One other significant development identified by the Planning Department is a proposed 400,000+ square foot retail development on 70 acres of land roughly bounded by West Main Road and Browns Lane. This project is in the planning stages, with an application that has been submitted to the Town, but is currently in court and review has yet to begin.

A third notable property is located further north on West Main Road roughly opposite Marshall Lane. This area includes approximately 24 acres of land zoned for light industrial use which offers significant development potential, although there are currently no specific development plans.

Newport

Discussions with the Newport Planning Department indicated that there are currently no known projects planned or proposed within the vicinity of the Navy Hospital site on Third Street. It was mentioned that the property is currently zoned as residential only, and any development will require a zone change. Future development on the Navy property and in the vicinity of the property will depend on the outcome of further studies of the area and amendments to the zoning regulations.

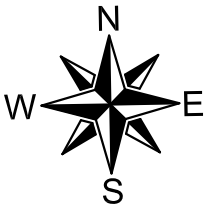
Background Growth

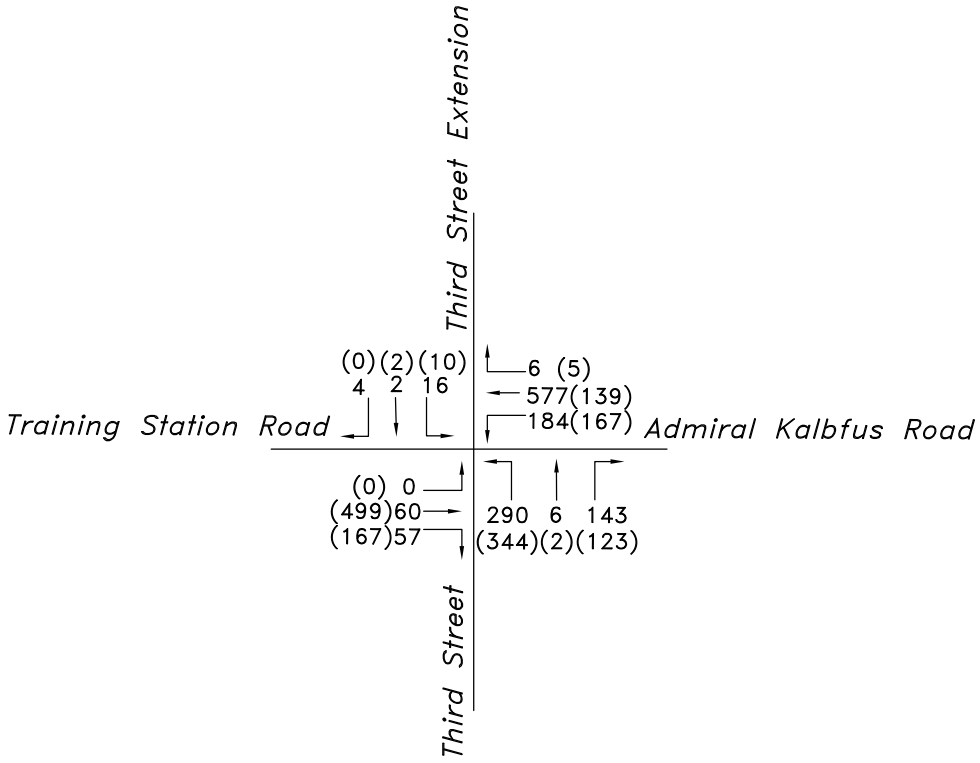
Background growth is the growth expected within a study area based on development projects not specifically identified as well as annual population and traffic increases. For this traffic study, several previously developed documents were consulted to determine the appropriate growth factor. The Statewide Planning Program's Travel Model Update (2006) offers city and town growth projections between 2010 and 2030. In Middletown, the growth is expected to be approximately 0.025% per year, in Portsmouth it is expected to be 0.55% per year, and Newport is expected to experience a decline of approximately 0.35% per year.

Based on the Aquidneck Island Transportation Study, completed for the Aquidneck Island Planning Commission in July 2011, West Main Road north of Coddington Highway is expected to experience a traffic growth of 0.44% per year between 2009 and 2030. Within the same time frame, the Pell Bridge is expected to experience a traffic growth of 0.55% per year.

Because the rates found for the cities and towns vary, and because the projection of background growth over such a long time period is difficult, it was decided that the use of a 1% growth rate per year from 2012 to 2032 would provide a conservative estimate of future traffic volumes.

Future 2032 no-build a.m. and p.m. peak hour volumes for the study areas are provided in Figures 16, 17, and 18.





LEGEND

AM PEAK HOUR (PM PEAK HOUR)

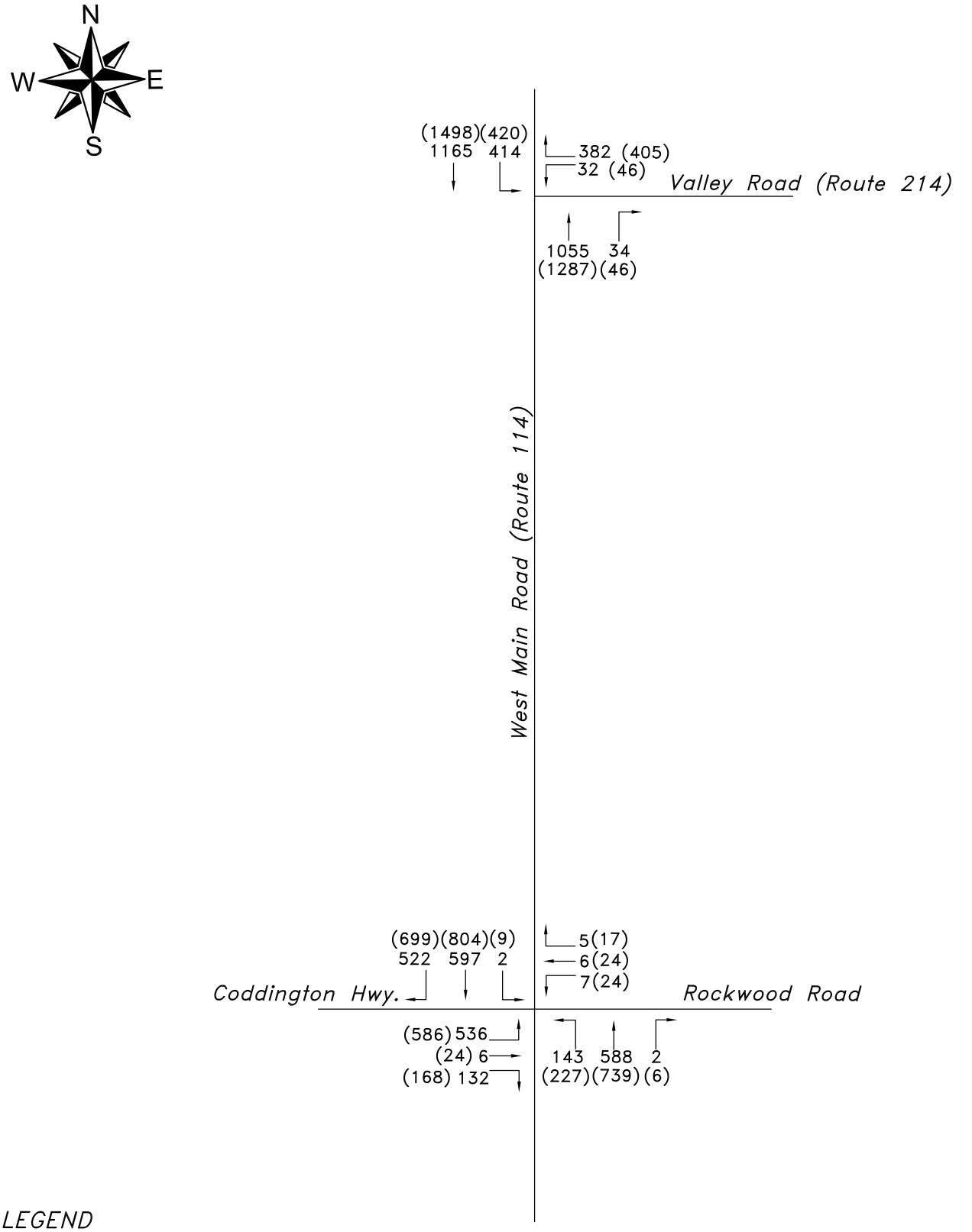
PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

PROJECT NO. 12168.00

DATE: January 2013

Figure 16
TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Naval Hospital Future No-Build (2032) Traffic Volumes
AM & PM Peak Hours

NEWPORT, RHODE ISLAND



LEGEND

AM PEAK HOUR (PM PEAK HOUR)

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

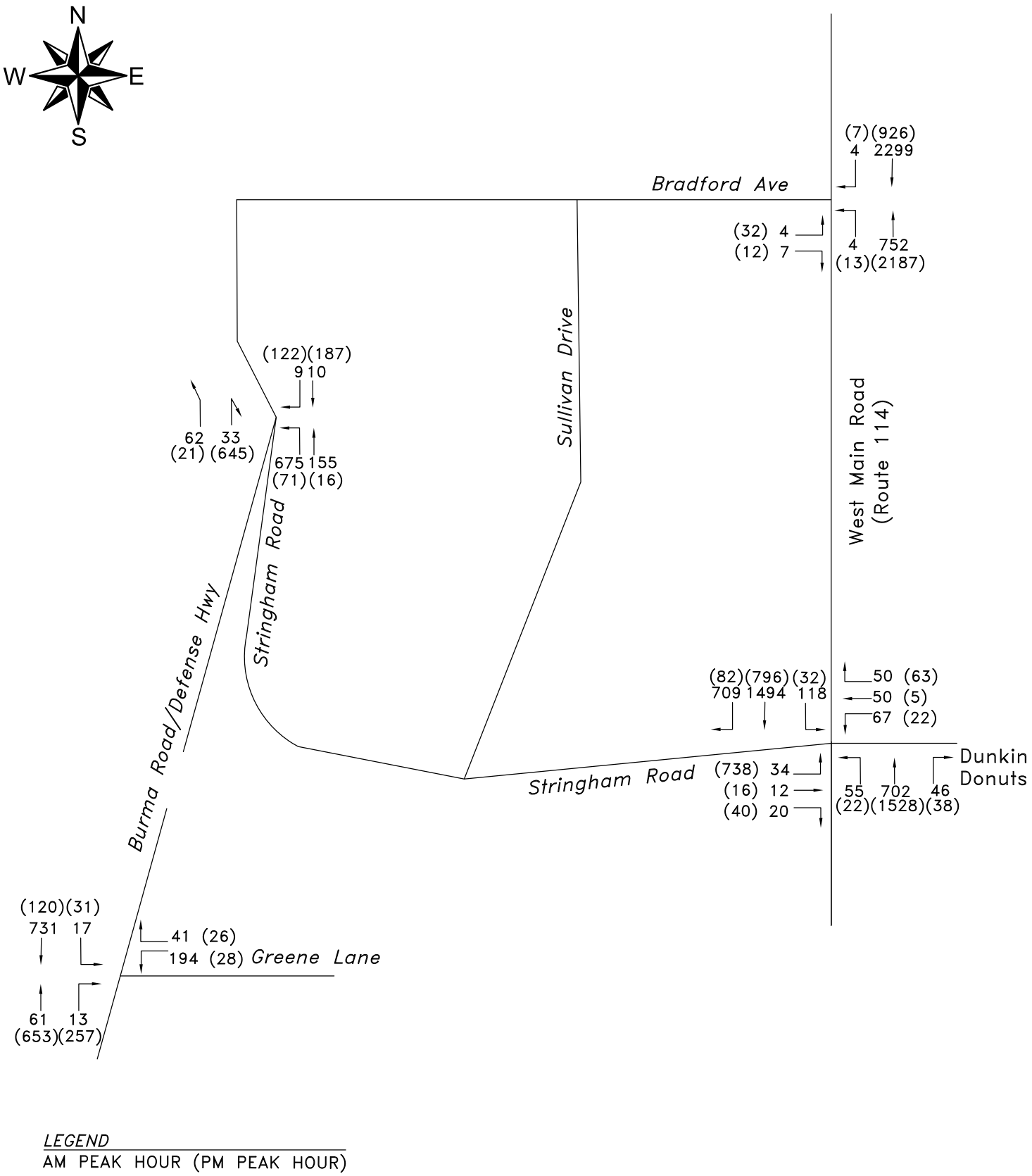
PROJECT NO. 12168.00

Figure 17

DATE: January 2013

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Navy Lodge Future No-Build (2032) Traffic Volumes
AM & PM Peak Hours

MIDDLETOWN, RHODE ISLAND



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401-334-4100

PROJECT NO. 12168.00

DATE: January 2013

Figure 18

TIA for the Disposal and Reuse of Excess Parcels at Naval Station Newport

Tank Farms 1 & 2 Future No-Build (2032) Traffic Volumes AM & PM Peak Hours

PORSTMOUTH/MIDDLETOWN, RHODE ISLAND

TRIP GENERATION

Trip Generation estimates were completed for the potential development alternatives at each location using the Institute of Transportation Engineers (ITE) manual *Trip Generation, 8th edition*.

Naval Hospital, Newport, RI
Trip generation for Alternative 1 at the Naval Hospital site was completed using Land Use Code (LUC) 310 Hotel, LUC 230 Residential Condominium/Townhouse, and LUC 412 County Park. County Park was used instead of a city or state park as it provided the most conservative estimate of the trip generation based on the size of the proposed park. For Alternative 2, trip generation estimates were completed using LUC 310 Hotel, LUC 710 Office, and LUC 412 County Park. Although the proposed hotel is expected to have both a retail and a restaurant component, the trip generation studies included as part of LUC 310 include facilities with such uses. There is no separate trip generation estimate needed to account for potential trips generated by these facilities. A summary of the trip generation for Alternatives 1 and 2 at the former Naval Hospital site is provided below.

Table 12: Naval Hospital Development Alternatives

		LUC 310 – Hotel		**LUC 230 – Res. Condo/ Townhouse**		**LUC 710 - Office**		**LUC 412 – County Park**		**Total**	
		Alt. 1	**Alt. 2**	**Alt. 1**	**Alt. 2**	**Alt. 1**	**Alt. 2**	**Alt. 1**	**Alt. 2**	**Alt. 1**	**Alt. 2**
Weekday Daily	Total	**980**	**980**	**264**	**N/A**	**N/A**	**592**	**4**	**4**	**1248**	**1576**
AM Peak Hour	Entering	41	41	4	-	-	71	1	1	46	113
	Exiting	26	26	19	-	-	10	0	0	45	36
	Total	**67**	**67**	**23**	**N/A**	**N/A**	**81**	**1**	**1**	**91**	**149**
PM Peak Hour	Entering	38	38	17	-	-	20	0	0	55	58
	Exiting	33	33	9	-	-	98	1	1	43	132
	Total	**71**	**71**	**26**	**N/A**	**N/A**	**118**	**1**	**1**	**98**	**190**

1. Square footages and number of units for each LUC and Alternative are provided in Table 8 above.

Navy Lodge, Middletown, RI
As both proposed development alternatives for the former Navy Lodge site include retail uses, all trip generation was completed using LUC 820 Shopping Center. While shopping centers are typically much larger than the potential Alternative 1 and 2 developments, the Navy Lodge site is part of an area currently under review by the Town of Middletown for redevelopment as part of the West Main/Coddington Development Center Master Plan. This plan includes four parcels: the former Navy Lodge, the Town's Recreation Center, the Middletown Public Library, and the former JFK Elementary School, all of which are located on the west side of West Main Road, between Coddington Highway and Valley Road. If this plan comes to fruition, this area could end up as a mix of civic, retail, office, and residential uses. According to the *Trip Generation*, the

development of the trip generation estimates included surveys at locations including shopping centers, neighborhood centers, and community centers, some of which included non-merchandising facilities such as office buildings, movie theaters, restaurants, and recreational facilities. In addition, the application of LUC 820 for this study allowed for the estimation of a.m. peak hour trip generation values, which other related retail LUC's do not. A summary of the trip generation for Alternatives 1 and 2 for the Navy Lodge site is provided below.

Table 13: Navy Lodge Development Alternatives

		LUC 820 Shopping Center	
		Alt. 1	**Alt. 2**
Weekday Daily	Total	**1309**	**2619**
AM Peak Hour	Entering	18	37
	Exiting	12	24
	Total	**30**	**61**
PM Peak Hour	Entering	56	111
	Exiting	58	116
	Total	**114**	**227**

1. Square footages for each alternative are provided in Table 9 above.

Tank Farms 1 and 2, Portsmouth, RI

The potential development alternatives for Tank Farms 1 and 2 include varying amounts of office space, light industrial space, and a solar array. Some of the light industrial space, located near the center of Tank Farm 1, may be used for boat storage during the off-peak months. The remainder of the light industrial space will be split between two locations, with approximately 40% located near Stringham Road and the existing railroad line and approximately 60% located off of Bradford Avenue. The trip generation estimates for these alternatives were completed using LUC 710 General Office Building and LUC 110 General Light Industrial. Although the solar array is expected to encompass a significant portion of the developed area, it will not be a public-use facility that will generate daily traffic. A summary of the trip generation estimates for Alternatives 1 and 2 for the Tank Farms 1 and 2 site is provided below.

Table 14: Tank Farms 1 and 2 Development Alternatives

		LUC 710 - Office		**LUC 110 – General Light Industrial**		**LUC 110 – General Light Industrial (Boat Storage)**		**Total**	
		Alt. 1	**Alt. 2**	**Alt. 1**	**Alt. 2**	**Alt. 1**	**Alt. 2**	**Alt. 1**	**Alt. 2**
Weekday Daily	Total	**1425**	**1723**	**1033**	**1124**	**304**	**304**	**2762**	**3150**
AM Peak Hour	Entering	177	216	120	130	35	35	332	381
	Exiting	24	29	16	18	5	5	45	52
	Total	**201**	**245**	**136**	**148**	**40**	**40**	**377**	**433**
PM Peak Hour	Entering	34	40	18	19	5	5	57	64
	Exiting	167	195	126	138	37	37	330	370
	Total	**201**	**235**	**144**	**157**	**42**	**42**	**386**	**434**

1. Square footages for each alternative are provided in Table 10 above.

Defense Highway/Burma Road Corridor, Portsmouth and Middletown, RI
With development along the Defense Highway/Burma Road corridor, the existing two-lane roadway would be maintained and a multi-use pathway in a greenbelt on the west side of the roadway, next to the water, opposite the railroad tracks, would be constructed. As part of both potential development alternatives, recreation/open space use is proposed at the Midway Pier/Greene Lane area in the form of a shoreline park. This park is expected to include a fishing pier, a kayak launch, restrooms, playgrounds, picnic areas, pathways, and parking. Although the multi-use pathway and other potential uses may generate new trips to the area, it is expected that most would occur during off-peak hours, primarily weekends. It is also likely that the potential uses will capture some current drivers along the roadway and that not all trips to the developed site would be new trips to the area.

For both alternatives, the open space available for development is approximately 15 acres. Under Alternative 1, the proposed restrooms, playground and picnic area, and public pier included as part of the shoreline park would comprise approximately 0.7 acres. The remaining 14.3 acre area would remain open space. Under Alternative 2, the playground would be increased to 0.1 acres and an expanded pier width would result in slightly less than 1 acre to be redeveloped for use as a public pier. The remaining 13.9 acre area would remain as open space.

The trip generation land use code estimates for parks are typically based on much larger facilities than the available developable area, ranging from 100 acres to 2,100 acres. In addition, the uses at the surveyed parks varied considerably, including boating or swimming facilities, ball fields, camp sites, picnic facilities, beaches, hiking trails, and general open space. The trip generation averages are so low per acre for each park use contained in the manual that they would result in between 1-2 trips new trips per hour during the peak hours for the Defense Highway/Burma Road corridor. It is not anticipated that a recreational park at this location would have a significant impact on overall traffic volumes within the area, and is more likely to be used by local residents or those working at the nearby Navy facility rather than new visitors to the area. As such, no trip generation estimates are included for this potential redevelopment and no capacity analysis of nearby intersections has been completed.

TRIP DISTRIBUTION

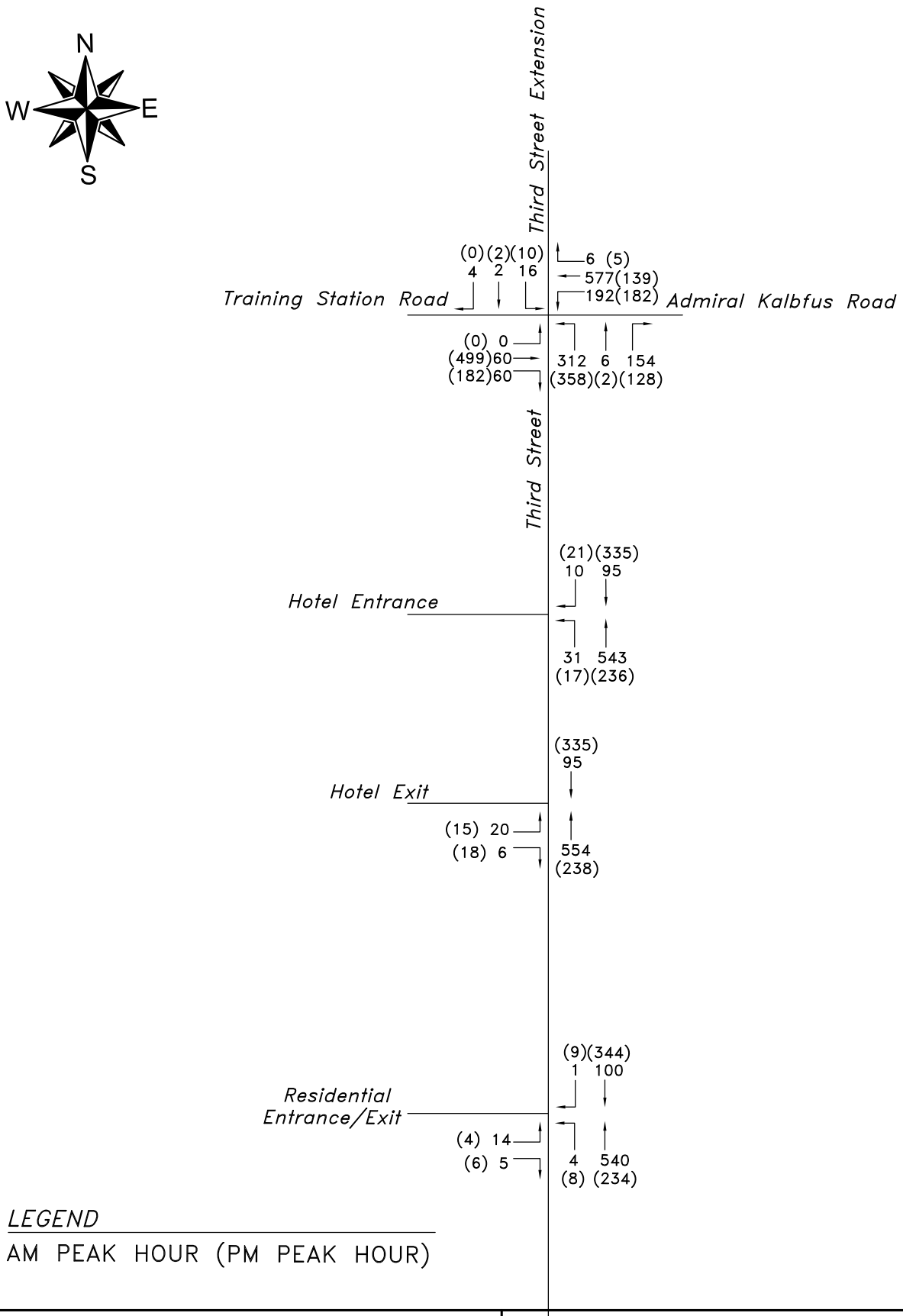
Trip distribution for the redevelopment of the excess Navy parcels was based on the existing travel patterns on the roadways directly adjacent to the anticipated site entrance locations. Where the site entrances are located on a side street with low traffic volumes, the nearest major roadway was used to determine travel patterns.

Naval Hospital, Newport, RI
Access to and from the redeveloped Navy Hospital site will be provide through new site driveways on Third Street. The location of the Navy Hospital site with respect to Route 138 allows easy access to and from the site from the north and south on Third Street. Based on the ATR data recorded on Third Street, it was determined that during the a.m. peak hour, 75% of the traffic on Third Street is traveling northbound, while 25% is traveling southbound. During the p.m. peak hour, the volumes are more evenly split, with 45% of traffic traveling northbound and 55% of traffic traveling southbound. The new trips expected to the redeveloped Navy Hospital site were added to Third Street based on these percentages.

Navy Lodge, Middletown, RI
Access to the redeveloped Navy Lodge site will be provided through a new driveway on Coddington Highway. It is unknown at this time if the new driveway would be a full-access driveway or if right turns in and out only would be allowed. Both scenarios were reviewed in the completion of this report. For the full access driveway, the ATR data recorded on West Main Road was compared to the data recorded on Coddington Highway to determine the appropriate splits from each roadway. For both the a.m. and p.m. peak hours, it was assumed that 45% of the site traffic will travel to and from Coddington Highway and 55% will travel to and from West Main Road.

Tank Farms 1 and 2, Portsmouth, RI
The proposed redevelopment of Tank Farms 1 and 2 will have access from both Stringham Road and Bradford Avenue. The trips to the site were split based on the expected location of the development, with all office traffic and approximately 1/3 of the light industrial traffic expected to use Stringham Road and the remaining 2/3 of the light industrial traffic expected to use Bradford Avenue. Stringham Road is used as a cut-through for motorists traveling between Defense Highway and West Main Road. A number of motorists who travel to Naval Station Newport use the Stringham Road/Defense Highway combination to avoid traveling further south on West Main Road to the Gate 17 Access Road. The ATR volume data that was collected on Stringham Road was used to determine that during the a.m. peak hour, 10% of traffic on Stringham Road is traveling eastbound while the remaining 90% is traveling westbound. During the p.m. peak hour, 75% of traffic on Stringham Road is traveling eastbound and 25% is traveling westbound. These percentages were used to split the new Stringham Road trips during both peak hours. Because Bradford Avenue dead-ends into the Tank Farms, it was assumed that all traffic to and from the Bradford Avenue light industrial uses will use West Main Road.

Trip distribution calculations are contained in Appendix C. Figures 19 through 24 provide the future 2032 build traffic volumes for the a.m. and p.m. peak hours for all study intersections and proposed site driveways for redevelopment Alternative 1 and Alternative 2.



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401-334-4100

PROJECT NO. 12168.00

DATE: January 2013

Figure 19

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Naval Hospital
Future Build (2032) Traffic Volumes - Alternative 1
AM & PM Peak Hours

NEWPORT, RHODE ISLAND

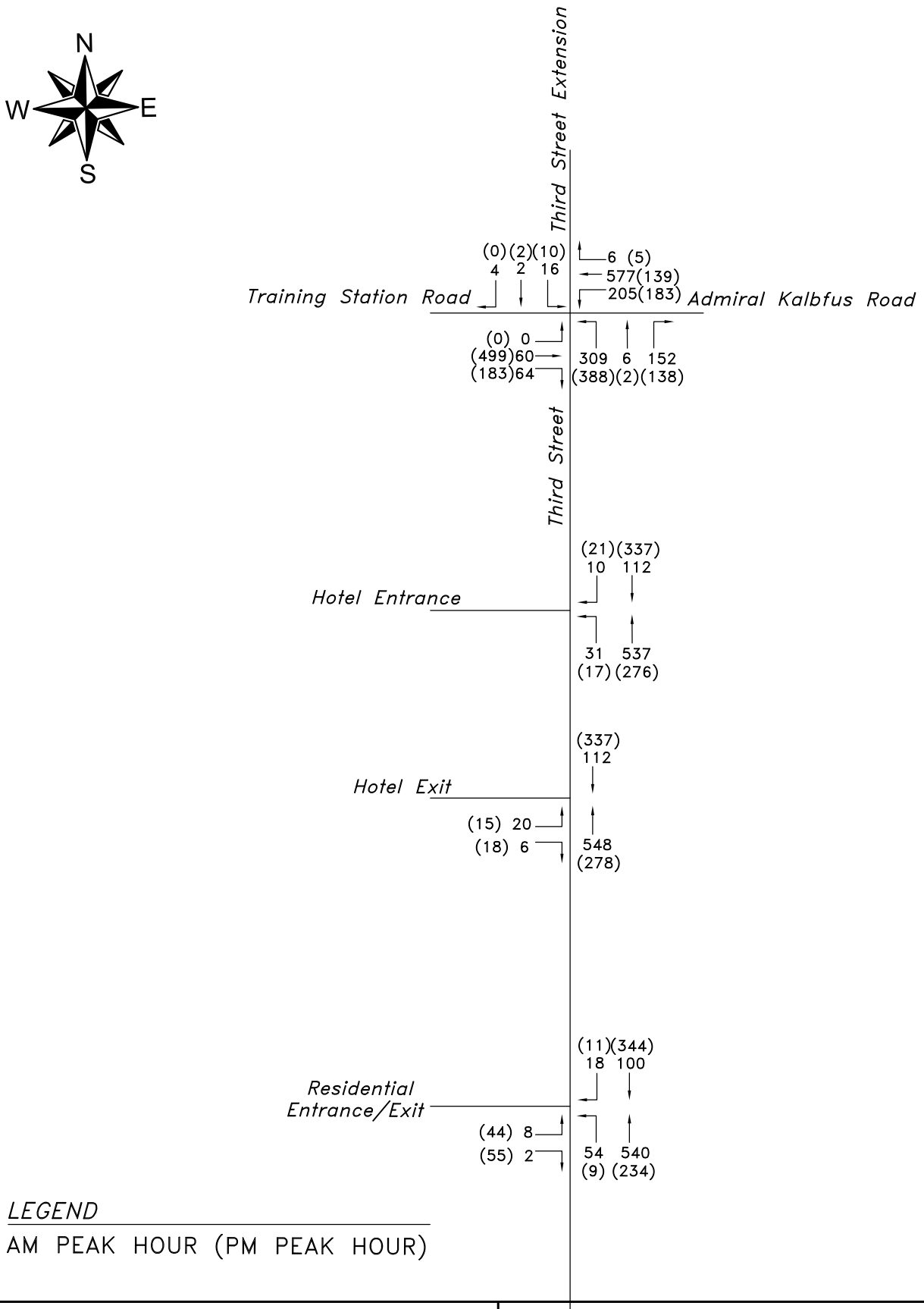

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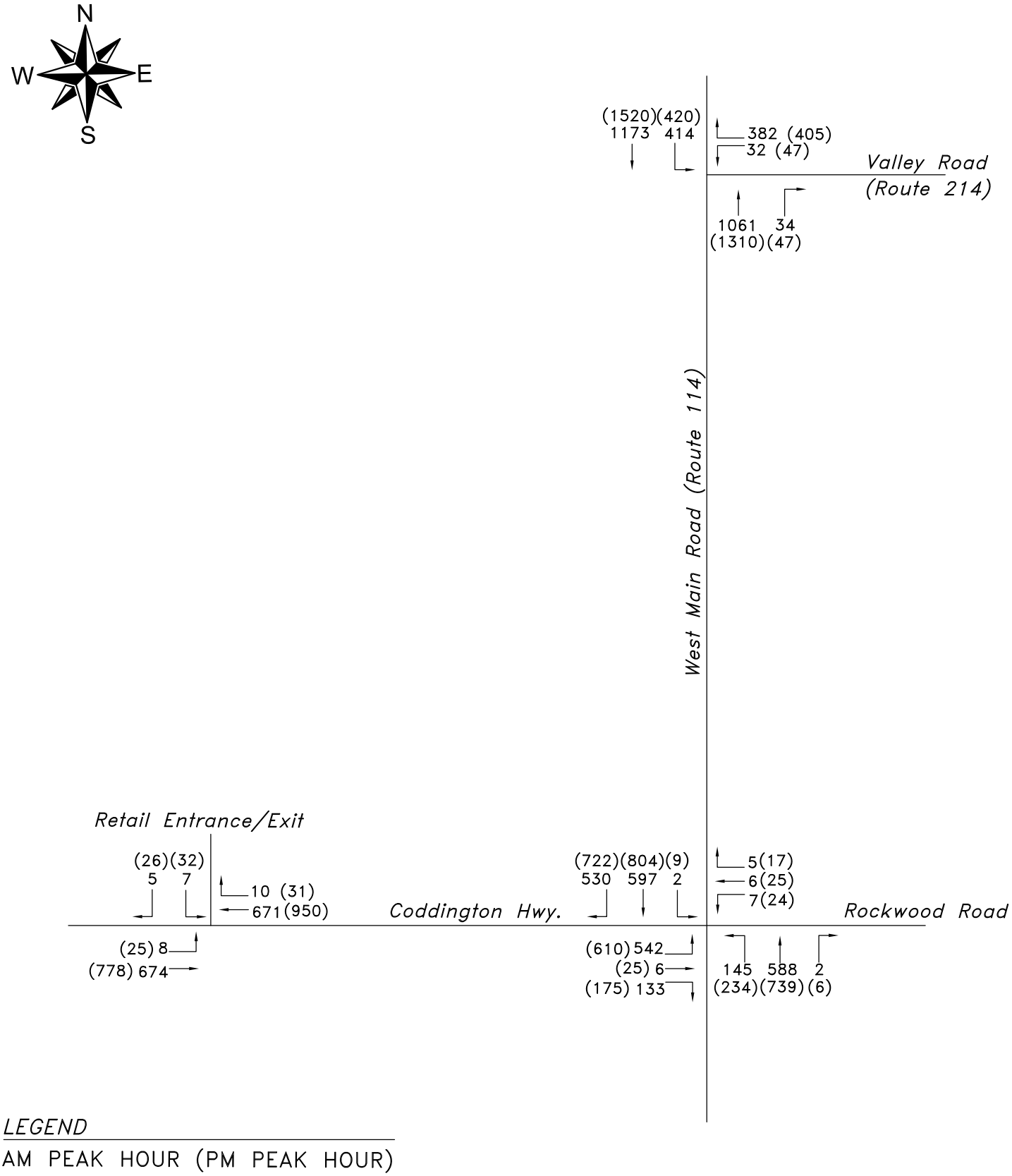
Figure 20

DATE: January 2013

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Naval Hospital
Future Build (2032) Traffic Volumes - Alternative 2
AM & PM Peak Hours

NEWPORT, RHODE ISLAND



LEGEND

AM PEAK HOUR (PM PEAK HOUR)

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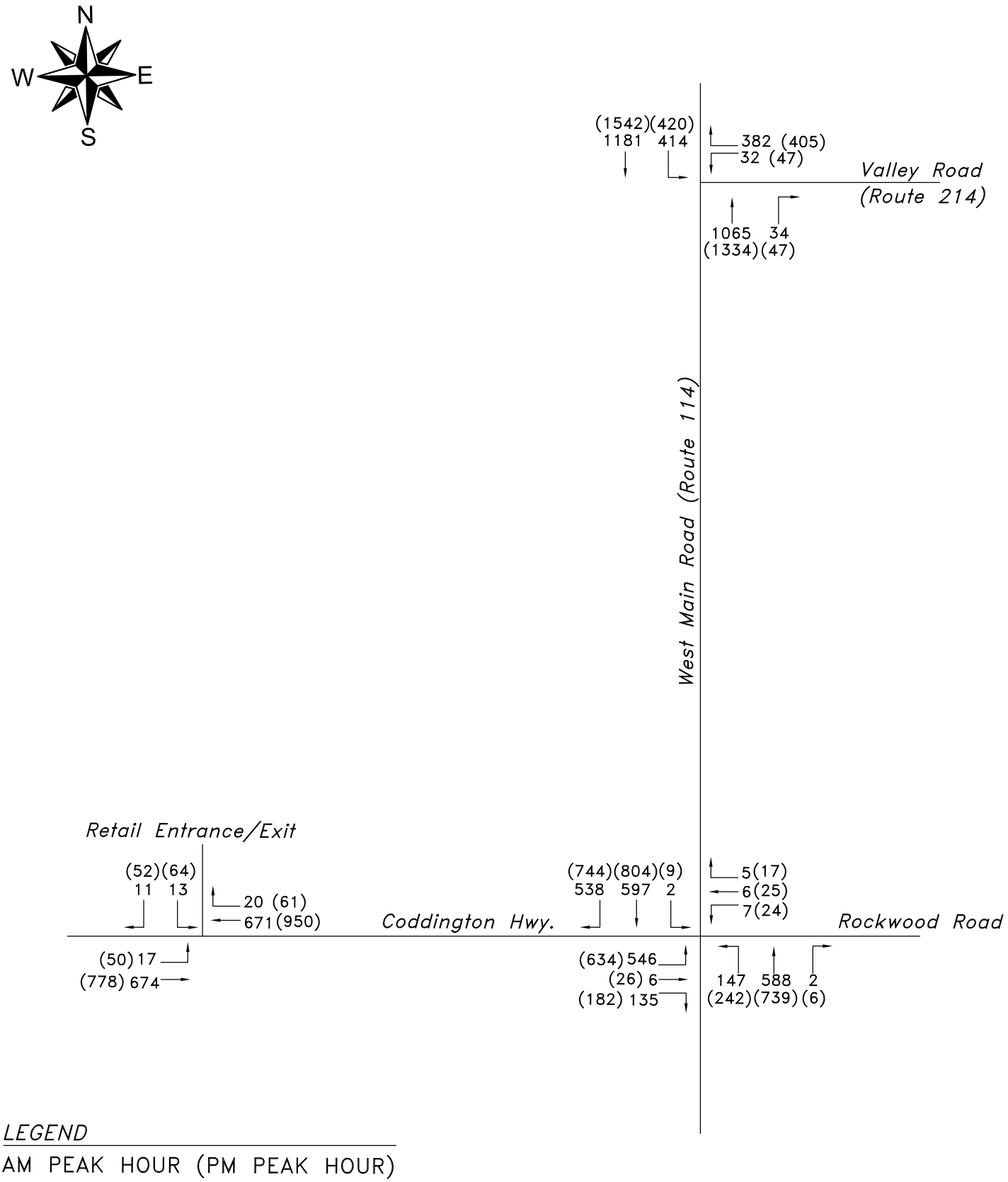
Figure 21

DATE: January 2013

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Navy Lodge
Future Build (2032) Traffic Volumes - Alternative 1
AM & PM Peak Hours

MIDDLETOWN, RHODE ISLAND



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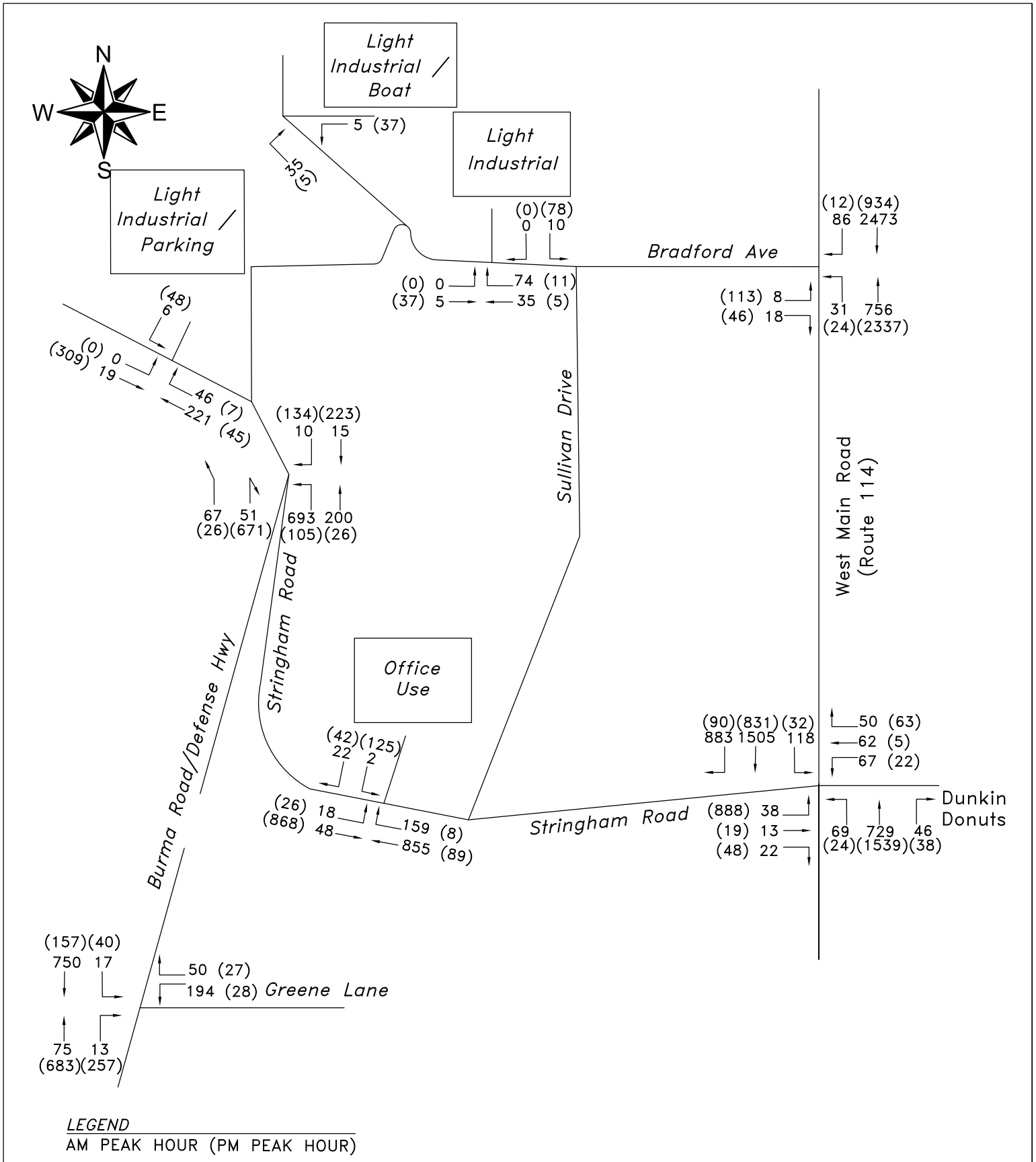
PROJECT NO. 12168.00

Figure 22

DATE: January 2013

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Navy Lodge
Future Build (2032) Traffic Volumes - Alternative 2
AM & PM Peak Hours

MIDDLETOWN, RHODE ISLAND



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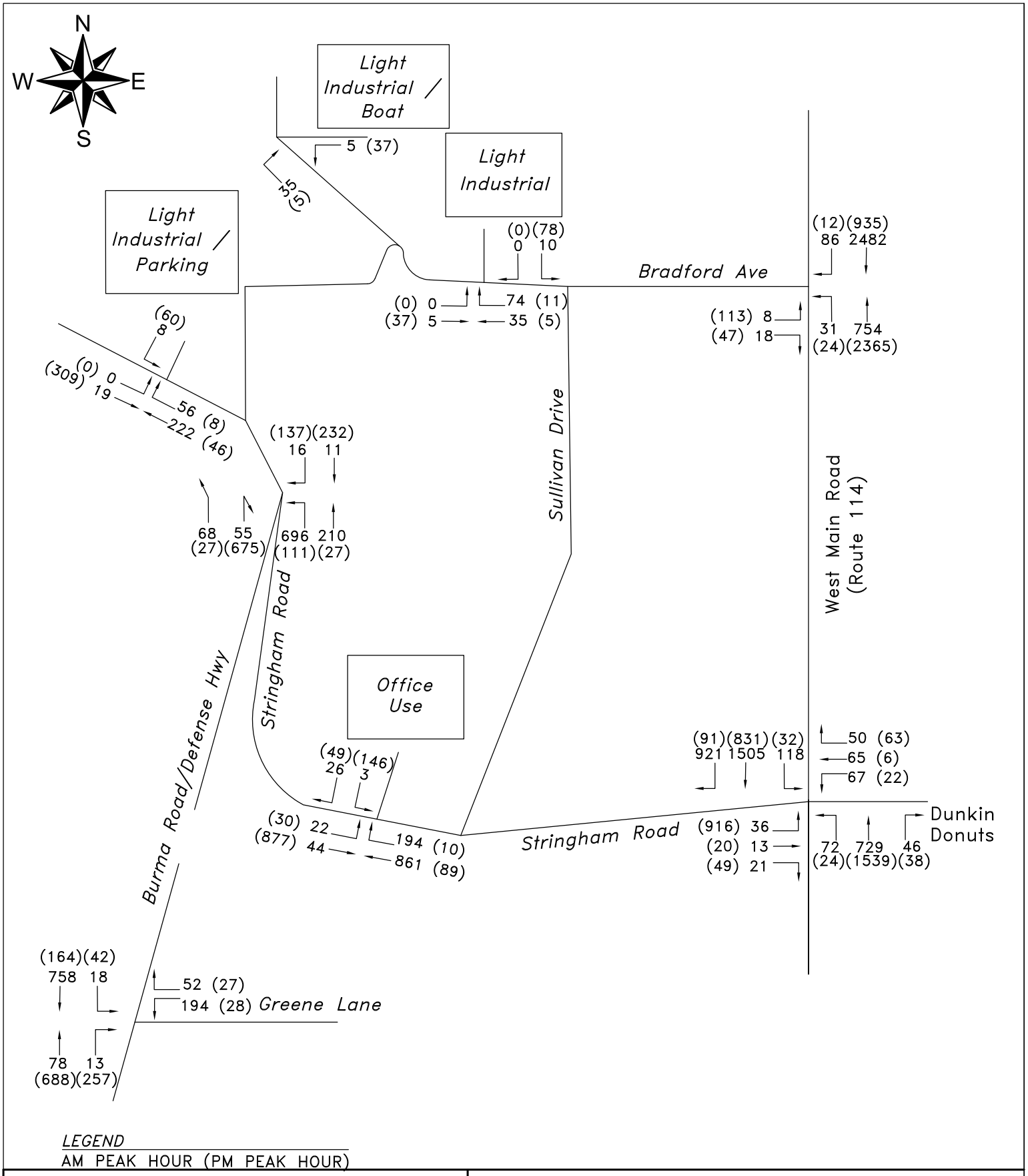
PROJECT NO. 12168.00

Figure 23

DATE: January 2013

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Tank Farms 1 & 2
Future Build (2032) Traffic Volumes - Alternative 1
AM & PM Peak Hours

PORSTMOUTH/MIDDLETOWN, RHODE ISLAND



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PROJECT NO. 12168.00

Figure 24

DATE: January 2013

TIA for the Disposal and Reuse of Excess Parcels
at Naval Station Newport
Tank Farms 1 & 2
Future Build (2032) Traffic Volumes - Alternative 2
AM & PM Peak Hours

PORSTMOUTH/MIDDLETOWN, RHODE ISLAND

CAPACITY ANALYSIS

Capacity analysis was completed for key intersections surrounding the excess Navy properties in Portsmouth, Middletown, and Newport. Each of the study intersections was reviewed under Existing (2012) Conditions, Future 2032 No-Build Conditions, Future 2032 Build Conditions – Alternative 1, and Future 2032 Build Conditions – Alternative 2. The weekday a.m. peak hour and the weekday p.m. peak hour was analyzed for each scenario. Rather than determining a network peak hour for each of the areas, the individual peak hours for each intersection were used to provide a conservative analysis of the study area and potential impacts. In addition, optimized signal timings were used for the future 2032 no-build and build conditions to account for signal timing improvements over the course of the 20-year projected time frame.

Capacity analysis characterizes intersections based on their level of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of service measures such as speed, travel times, traffic interruptions, etc. Six LOS are defined for both signalized and unsignalized intersections, from A to F, with A representing the best operating conditions and F representing the worst operating conditions. The LOS criteria for both types of intersections are provided below.

Table 15: LOS Criteria

	Signalized Intersections	**Unsignalized Intersections**
LOS	**Delay Time (sec/veh)**	**Delay Time (sec/veh)**
A	≤ 10	0-10
B	> 10 – 20	> 10 - 15
C	> 20 – 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 – 80	> 35 - 50
F	> 80	> 50

Naval Hospital, Newport, RI

Admiral Kalbfus Road/Training Station Road and Third Street/Third Street Extension

During the a.m. peak hour, this intersection currently operates at LOS B with approximately 18 seconds of delay per vehicle. The projection of the 2012 volumes to 2032 results in an increase in LOS to LOS C, with delays of approximately 32 seconds per vehicle. The Alternative 1 and Alternative 2 redevelopment options could be expected to increase the intersection LOS to LOS D with 37-39 seconds of delay per vehicle.

During the p.m. peak hour, this intersection currently operates at LOS B with approximately 14 seconds of delay per vehicle. The projection of the 2012 volumes to 2032 results in an increase in LOS to LOS C, with delays of approximately 22 seconds per vehicle. With implementation of the Alternative 1 or Alternative 2 redevelopment option, the intersection would remain at LOS C with approximately 26-33 seconds of delay per vehicle.

Third Street and Proposed Site Driveways

Under future 2032 build conditions, it is expected that the proposed hotel entrance and exit will be separate driveways. During the a.m. peak hour for both Alternative 1 and 2, the approaches to both driveways are expected to operate at LOS B or better, with delays less than 14 seconds per

vehicle. The approaches to the driveway for the proposed residential or commercial use is expected to operate at LOS B with 13 seconds of delay under Alternative 1, and at LOS C with 15 seconds of delay under Alternative 2.

During the p.m. peak hour, the approaches to the hotel driveways are expected to operate at LOS B or better with delay times for both scenarios less than 13 seconds per vehicle. The approaches to the residential or commercial development driveway are expected to operate at LOS B or better, with delays less than 14 seconds per vehicle.

Table 16: LOS Summary for the Naval Hospital – Newport, RI

		AM Peak Hour				PM Peak Hour			
		Existing 2012	Future (2032) No-Build	Future (2032) Build - Alternative 1	Future (2032) Build - Alternative 2	Existing 2012	Future (2032) No-Build	Future (2032) Build - Alternative 1	Future (2032) Build - Alternative 2
Admiral Kalbfus Road/Training Station Road and Third Street/Third Street Extension									
Northbound	Left/Thru	C (33.9)	D (51.0)	E (65.0)	E (62.5)	C (33.9)	E (57.7)	E (70.3)	F (94.1)
	Right	A (4.9)	A (4.7)	A (4.6)	A (4.6)	A (4.7)	A (4.7)	A (4.7)	A (4.7)
	Approach	C (24.5)	D (35.9)	D (45.3)	D (43.5)	C (26.2)	D (43.8)	D (53.0)	E (70.7)
Southbound	Approach	B (12.9)	B (13.0)	B (13.0)	B (13.0)	B (13.1)	B (14.3)	B (14.6)	B (14.8)
Eastbound	Left/Thru	A (5.4)	A (5.4)	A (5.4)	A (5.4)	A (9.4)	B (11.0)	B (10.8)	B (10.8)
	Right	A (2.0)	A (1.9)	A (1.9)	A (1.9)	A (3.2)	A (3.5)	A (3.7)	A (3.7)
	Approach	A (3.7)	A (3.7)	A (3.7)	A (3.6)	A (7.8)	A (9.1)	A (8.9)	A (8.9)
Westbound	Approach	B (16.5)	D (35.8)	D (37.5)	D (43.2)	B (10.4)	C (23.8)	C (30.0)	C (30.5)
Intersection		B (17.8)	C (32.4)	D (36.5)	D (39.0)	B (13.9)	C (22.4)	C (26.5)	C (32.8)
Third Street and Hotel Entrance									
Northbound	Approach	N/A	N/A	A (0.7)	A (0.7)	N/A	N/A	A (0.7)	A (0.6)
Southbound	Approach	N/A	N/A	N/C	N/C	N/A	N/A	N/C	N/C
Third Street and Hotel Exit									
Northbound	Approach	N/A	N/A	N/C	N/C	N/A	N/A	N/C	N/C
Southbound	Approach	N/A	N/A	N/C	N/C	N/A	N/A	N/C	N/C
Eastbound	Approach	N/A	N/A	B (13.2)	B (13.4)	N/A	N/A	B (12.0)	B (12.2)
Third Street and Residential Entrance/Exit									
Northbound	Approach	N/A	N/A	A (0.1)	A (0.7)	N/A	N/A	A (0.3)	A (0.3)
Southbound	Approach	N/A	N/A	N/C	N/C	N/A	N/A	N/C	N/C
Eastbound	Approach	N/A	N/A	B (13.0)	C (15.0)	N/A	N/A	B (11.8)	B (13.6)

Navy Lodge, Middletown, RI

West Main Road and Coddington Highway/Rockwood Road

The signalized intersection of West Main Road with Coddington Highway and Rockwood Road currently operates at LOS B with approximately 18 seconds of delay during the a.m. peak hour. Under future no-build 2032 conditions, the intersection is expected to operate at LOS C with approximately 22 seconds of delay per vehicle. With the proposed site driveway on Coddington Highway operating as a full-access driveway, the impact on the intersection as a result of the Alternative 1 and Alternative 2 development is minimal. The intersection LOS is expected to remain at LOS C, and delays are expected to remain at approximately 22 seconds per vehicle. If the proposed site driveway operates as a right turn in/out only, the Alternative 1 and 2 results remain unchanged.

During the p.m. peak hour, the intersection currently operates at LOS C with approximately 21 seconds of delay per vehicle. Under the future no-build 2032 conditions, the intersection is expected to remain at LOS C with approximately 35 seconds of delay per vehicle. Following the

Alternative 1 redevelopment with a full-access driveway on Coddington Highway, the intersection would increase to LOS D with 39 seconds of delay per vehicle. With the Alternative 2 redevelopment, the intersection would operate at LOS D with delays of approximately 43 seconds per vehicle. With a right turn in/out only access on Coddington Highway, the intersection would operate at LOS D with approximately 35 seconds of delay per vehicle under Alternative 1, and LOS D with approximately 36 seconds of delay per vehicle under Alternative 2.

West Main Road and Valley Road

The signalized intersection of West Main Road and Valley Road currently operates at LOS B with approximately 16 seconds of delay during the a.m. peak hour. Under the future 2032 no-build and build conditions, the intersection is expected to operate at LOS C with approximately 22 seconds of delay per vehicle. With the right turn in/out only driveway to the site on Coddington Highway, this intersection would remain at LOS C with approximately 22 seconds of delay per vehicle.

During the p.m. peak hour, the intersection operates at LOS B with approximately 18 seconds of delay per vehicle. Under the future 2032 no-build, the intersection is expected to operate at LOS C with approximately 27 seconds of delay per vehicle. With the Alternative 1 redevelopment, the intersection would remain at LOS C and increase to approximately 28 seconds of delay per vehicle. With the Alternative 2 redevelopment, the intersection would remain at LOS C but increase to approximately 30 seconds of delay per vehicle. With the right turn in/out only driveway to the site on Coddington Highway, this intersection would remain at LOS C with approximately 27 seconds of delay per vehicle.

Coddington Highway and Proposed Site Driveway

The approaches to the proposed site driveway on Coddington Highway are expected to operate at LOS C or better during the a.m. peak hour, with delay times less than 21 seconds per vehicle. If the driveway operates as a right turn in/out only driveway, the approaches are expected to operate at LOS B or better with delays less than 15 seconds per vehicle.

During the p.m. peak hour, the southbound approach to the full-access driveway is expected to operate at LOS E under Alternative 1 and LOS F under Alternative 2. The primary reason for the increase compared to the a.m. peak hour is the higher through volume on Coddington Highway, combined with the turning volumes to and from the site.

With the right turn in/out site driveway, the southbound approach to the intersection is expected to operate at LOS B under both Alternatives during the a.m. peak hour. During the p.m. peak hour, the southbound approach is expected to operate at LOS C under Alternative 1 and LOS D under Alternative 2. Similar to the full-access driveway, the primary reason for the increase in LOS between the a.m. and p.m. peak hours is the increase in exiting traffic and the high through volume on Coddington Highway.

Table 17: AM Peak LOS Summary for the Navy Lodge – Middletown, RI

		AM Peak Hour					
		Existing 2012	Future (2032) No-Build	Future (2032) Build -		Future (2032) Build -	
				Full-Access	RT In/Out Only	Full-Access	RT In/Out Only
West Main Road and Coddington Highway/Rockwood Road							
Northbound	Approach	B (10.2)	B (13.4)	B (13.6)	B (13.6)	B (13.6)	B (13.7)
Southbound	Left/Thru	C (21.2)	C (23.4)	C (23.4)	C (23.2)	C (23.5)	C (23.2)
	Right	A (4.9)	A (4.7)	A (4.7)	A (4.7)	A (4.7)	A (4.7)
	Approach	B (13.6)	B (14.7)	B (14.6)	B (14.5)	B (14.6)	B (14.4)
Eastbound	Left	D (36.6)	D (48.1)	D (49.1)	D (48.9)	D (49.2)	D (49.3)
	Left/Thru/Ri	C (28.7)	D (37.5)	D (37.9)	D (38.0)	D (38.4)	D (38.2)
	Approach	C (32.7)	D (42.9)	D (43.6)	D (43.5)	D (43.9)	D (43.8)
Westbound	Approach	B (16.3)	B (18.4)	B (18.6)	B (18.6)	B (18.6)	B (18.6)
Intersection		B (17.8)	C (21.9)	C (22.2)	C (22.0)	C (22.3)	C (22.0)
West Main Road and Valley Road							
Northbound	Thru	C (22.0)	C (24.7)	C (24.8)	C (24.7)	C (24.9)	C (24.7)
	Right	A (8.9)	A (9.7)	A (10.0)	A (9.0)	A (10.0)	A (9.7)
	Approach	C (21.6)	C (24.2)	C (24.4)	C (24.2)	C (24.4)	C (24.2)
Southbound	Left	D (41.7)	E (76.1)	E (76.1)	E (76.1)	E (76.1)	E (76.2)
	Thru	A (5.7)	A (6.6)	A (6.6)	A (6.6)	A (6.6)	A (6.6)
	Approach	B (15.1)	C (24.8)	C (24.7)	C (24.7)	C (24.7)	C (24.7)
Westbound	Left	D (37.7)	D (38.2)	D (38.2)	D (38.2)	D (38.2)	D (38.3)
	Right	A (3.8)	A (4.0)	A (4.0)	A (4.0)	A (4.0)	A (4.0)
	Approach	A (6.4)	A (6.6)	A (6.6)	A (6.6)	A (6.6)	A (6.7)
Intersection		B (16.2)	C (22.1)	C (22.2)	C (22.1)	C (22.2)	C (22.1)
Coddington Highway and Retail/Commercial Entrance/Exit							
Southbound	Approach	N/A	N/A	C (19.3)	B (13.9)	C (20.3)	B (14.4)
Eastbound	Approach	N/A	N/A	A (0.2)	N/C	A (0.4)	N/C
Westbound	Approach	N/A	N/A	N/C	N/C	N/C	N/C

Table 18: PM Peak LOS Summary for the Navy Lodge – Middletown, RI

		PM Peak Hour					
		Existing 2012	Future (2032) No-Build	Future (2032) Build -		Future (2032) Build -	
				Full-Access	RT In/Out Only	Full-Access	RT In/Out Only
West Main Road and Coddington Highway/Rockwood Road							
Northbound	Approach	B (13.1)	B (17.6)	B (17.8)	B (18.9)	B (18.2)	C (20.4)
Southbound	Left/Thru	C (22.6)	C (23.2)	C (23.2)	C (23.2)	C (23.2)	C (23.0)
	Right	A (4.5)	A (4.7)	A (4.8)	A (4.8)	A (4.9)	A (5.0)
	Approach	B (14.2)	B (14.6)	B (14.5)	B (14.5)	B (14.4)	B (14.3)
Eastbound	Left	D (47.6)	F (110.9)	F (129.6)	F (111.9)	F (146.8)	F (114.7)
	Left/Thru/Ri	D (37.9)	E (69.7)	F (80.6)	E (70.2)	F (91.4)	E (71.5)
	Approach	D (42.8)	F (90.5)	F (105.3)	F (91.2)	F (119.3)	F (93.3)
Westbound	Approach	B (19.6)	C (23.8)	C (24.4)	C (23.9)	C (24.8)	C (24.0)
Intersection		C (21.2)	C (34.8)	D (39.0)	D (35.0)	D (43.3)	D (35.6)
West Main Road and Valley Road							
Northbound	Thru	C (25.4)	D (37.4)	D (40.3)	D (37.5)	D (43.6)	D (37.6)
	Right	A (9.8)	B (10.9)	B (11.1)	B (10.9)	B (11.3)	B (11.0)
	Approach	C (24.9)	D (36.5)	D (39.3)	D (36.6)	D (42.5)	D (36.6)
Southbound	Left	D (44.0)	E (69.0)	E (69.1)	E (69.1)	E (69.1)	E (69.3)
	Thru	A (8.3)	B (11.8)	B (12.1)	B (12.2)	B (12.4)	B (12.6)
	Approach	B (16.1)	C (24.3)	C (24.5)	C (24.5)	C (24.6)	C (24.6)
Westbound	Left	D (38.9)	D (38.8)	D (38.9)	D (38.9)	D (38.9)	D (38.9)
	Right	A (3.8)	A (4.4)	A (4.4)	A (4.4)	A (4.4)	A (4.4)
	Approach	A (7.5)	A (7.9)	A (8.0)	A (8.0)	A (8.0)	A (8.1)
Intersection		B (18.4)	C (26.9)	C (28.1)	C (27.0)	C (29.5)	C (27.1)
Coddington Highway and Retail Entrance/Exit (Full Access)							
Southbound	Approach	N/A	N/A	E (45.8)	C (22.3)	F (141.5)	D (31.2)
Eastbound	Approach	N/A	N/A	A (0.7)	N/C	A (1.4)	N/C
Westbound	Approach	N/A	N/A	N/C	N/C	N/C	N/C

Tank Farms 1 and 2, Portsmouth, RI

West Main Road and Stringham Road/Dunkin Donuts Driveway

The signalized intersection of West Main Road with Stringham Road and the Dunkin Donuts driveway currently operates at LOS B with approximately 18 seconds of delay per vehicle during the a.m. peak hour. Under future 2032 no-build conditions, the LOS increases to LOS C with approximately 24 seconds of delay per vehicle. With the Alternative 1 development at the Tank Farms, the intersection is expected to remain at LOS C with approximately 28 seconds of delay per vehicle, and with the Alternative 2 development, the intersection is expected to remain at LOS C with approximately 29 seconds of delay per vehicle.

During the p.m. peak hour, the intersection operates at LOS C with approximately 32 seconds of delay per vehicle. Under the future 2032 no-build condition, the intersection LOS changes to LOS D, with approximately 49 seconds of delay per vehicle. With the redevelopment alternatives at the Tank Farms, the intersection is expected to change further to LOS E, with delays of 73 seconds and 78 seconds per vehicle for Alternatives 1 and 2, respectively.

West Main Road and Bradford Avenue

The intersection of West Main Road and Bradford Avenue forms a three-legged unsignalized intersection. Bradford Avenue is a local side street, posted as a private way, which currently passes through the parking lot for the Melville Elementary School. It provides access to the school, as well as to one residential development off of Rainbow Heights Drive. If this roadway is to become an access point for potential development at the Tank Farms, improvements to the roadway and upgrades to the intersection will be required.

During the a.m. peak hour, the northbound movements at this intersection operate at LOS C or better with delays less than 17 seconds per vehicle. The eastbound approach, exiting the roadway onto West Main Road, operates at LOS F with delays greater than 100 seconds per vehicle. Under the future 2032 no-build condition, the LOS remain unchanged, although delays continue to increase. With both the Alternative 1 and 2 build conditions, the northbound approach changes to LOS D with approximately 33 seconds of delay per vehicle. The eastbound approach remains at LOS F with increased delays.

During the p.m. peak hour, the northbound movements at this intersection operate at LOS A with delays less than 10 seconds per vehicle. The eastbound approach, exiting the roadway onto West Main Road, operates at LOS F with delays greater than 100 seconds per vehicle. Under the future 2032 no-build condition, the northbound LOS remain at LOS B or better, with delays less than 11 seconds per vehicle. With both the Alternative 1 and 2 build conditions, the northbound movements remain at LOS A, while the eastbound approach remains at LOS F with increased delays.

As mentioned above, it is likely that improvements will be required at this intersection if either of the Tank Farms 1 and 2 redevelopment alternatives moves forward. Depending on the volume of traffic projected to exit using Bradford Avenue, a traffic signal could be warranted at the intersection. Although a signal installation would impact delays along West Main Road, it would significantly improve conditions for traffic exiting the proposed site, the existing residential homes, and the Melville Elementary School.

Defense Highway/Burma Road and Stringham Road

The northbound approach to the intersection of Defense Highway/Burma Road and Stringham Road currently operates at LOS A with approximately 7 seconds of delay during the a.m. peak hour. The northeast approach, the right turn from Defense Highway/Burma Road to Stringham Road, currently operates at LOS F with delays greater than 100 seconds per vehicle. At the intersection, the Defense Highway/Burma Road approach operates under stop sign control while Stringham Road operates uncontrolled. Under the future 2032 no-build and the Alternative 1 and 2 build conditions, the approach LOS remains unchanged. On the northbound approach, delays remain between 7-8 seconds per vehicle, and on the northeast approach, the delays continue to increase above 100 seconds per vehicle.

During the p.m. peak hour, the northbound approach to the intersection operates at LOS A with approximately 7 seconds of delay per vehicle, while the northeast approach operates at LOD D with approximately 30 seconds of delay per vehicle. Under the future 2032 no-build condition, the northbound approach remains unchanged and the northeast approach increases to LOS F with approximately 94 seconds of delay per vehicle. With the proposed Alternative 1 and 2 redevelopment scenarios, the approach LOS remain unchanged, however, the northeast delays per vehicle increase to over 100 seconds.

This intersection has been studied several times to determine the feasibility of geometric improvements. The grade change and the angle of intersection between the two roadways create potential conflicts. If the redevelopment of the Tank Farms moves forward, the intersection should be reviewed again to determine the potential for improvements, either geometric or traffic-based. It is possible that this intersection would meet the warrants for signalization or, at a minimum, for implementation of an all-way stop sign control.

Defense Highway/Burma Road and Greene Lane

The approaches to the unsignalized intersection of Defense Highway/Burma Road and Greene Lane currently operate at LOS C or better during the a.m. peak hour, with less than 24 seconds of delay per vehicle. Under the future 2032 no-build condition, the westbound approach to the intersection increases to LOS F with delays of approximately 53 seconds per vehicle. With the addition of traffic expected due to the Alternative 1 and 2 redevelopment scenarios, the westbound approach will remain at LOS F, however, delays are expected to increase by approximately 10 seconds per vehicle.

During the p.m. peak hour, the approaches to the intersection operate at LOS C or better, with delays less than 19 seconds per vehicle. Under the future 2032 no-build condition, the westbound approach increases to LOS D with approximately 26 seconds of delay per vehicle. The addition of traffic to the intersection based on the Alternative 1 and 2 redevelopment scenarios has little impact on the intersection, increasing delays on the westbound approach by 5-6 seconds per vehicle.

Stringham Road and Proposed Site Driveways

The redevelopment of Tank Farms 1 and 2 would result in the creation of two site driveways on Stringham Road, one south of Defense Highway and one north of Defense Highway. For both the Alternative 1 and 2 redevelopment alternatives, the approaches to the new intersections are expected to operate at acceptable levels of service with minor delays. During the a.m. and p.m. peak hours, the approaches are expected to operate at LOS C or better, with delays of 20 seconds per vehicle or less. Overall the impact of the new development on Stringham Road traffic is expected to be minor.

Table 19: LOS Summary for Tank Farms 1 and 2 – Portsmouth, RI

		AM Peak Hour				PM Peak Hour			
		Existing 2012	Future (2032) No-Build	Future (2032) Build - Alternative 1	Future (2032) Build - Alternative 2	Existing 2012	Future (2032) No-Build	Future (2032) Build - Alternative 1	Future (2032) Build - Alternative 2
West Main Road and Stringham Road/Dunkin Donuts Driveway									
Northbound	Left	D (41.8)	D (47.0)	D (48.9)	D (49.1)	D (47.7)	D (48.5)	D (48.6)	D (48.6)
	Thru/Right	B (16.3)	B (18.6)	B (19.5)	B (19.5)	C (25.9)	D (39.1)	D (40.3)	D (40.3)
	Approach	B (18.0)	C (20.6)	C (21.9)	C (22.0)	C (26.2)	D (39.3)	D (40.4)	D (40.4)
Southbound	Left	D (41.5)	D (48.4)	D (50.0)	D (50.1)	D (48.4)	D (49.3)	D (49.3)	D (49.3)
	Thru	B (17.1)	C (24.4)	C (26.5)	C (26.7)	B (15.6)	B (16.7)	B (18.7)	B (18.7)
	Right	B (10.6)	B (17.4)	C (28.9)	C (33.4)	A (1.5)	A (2.6)	A (3.3)	A (3.3)
	Approach	B (16.4)	C (23.4)	C (28.5)	C (30.2)	B (15.5)	B (16.6)	B (18.3)	B (18.3)
Eastbound	Left	D (42.0)	D (46.3)	D (47.9)	D (48.1)	E (64.5)	F (115.4)	F (196.5)	F (213.9)
	Left/Thru/Ri	C (27.2)	C (28.1)	C (28.6)	C (28.8)	E (62.9)	F (110.7)	F (190.5)	F (206.7)
	Approach	C (34.2)	D (36.5)	D (37.6)	D (37.8)	E (63.7)	F (113.0)	F (193.5)	F (210.3)
Westbound	Left	D (40.9)	D (45.4)	D (44.9)	D (45.0)	D (47.0)	D (47.7)	D (47.7)	D (47.7)
	Thru/Right	C (30.8)	D (37.2)	D (40.9)	D (40.9)	B (19.6)	B (19.3)	D (40.3)	B (19.7)
	Approach	C (34.8)	D (40.5)	D (42.4)	D (42.4)	C (26.1)	C (26.2)	D (40.4)	C (26.5)
Intersection		B (18.1)	C (23.9)	C (27.9)	C (29.1)	C (31.8)	D (49.4)	E (73.1)	E (78.4)
West Main Road and Bradford Avenue									
Northbound	Left	C (17.1)	C (23.1)	D (33.3)	D (33.5)	A (9.7)	B (10.5)	B (10.7)	B (10.7)
	Thru	A (0.1)	A (0.4)	A (5.5)	A (5.6)	A (0.1)	A (0.1)	A (0.1)	A (0.1)
Southbound	Approach	N/C	N/C	N/C	N/C	N/C	N/C	N/C	N/C
Eastbound	Approach	F (62.8)	F (153.7)	F (*)	F (*)	F (155.8)	F (*)	F (*)	F (*)
Burma Road and Stringham Road									
Northbound	Approach	A (7.1)	A (7.7)	A (7.5)	A (7.4)	A (6.7)	A (6.9)	A (7.1)	A (7.2)
Southbound	Approach	N/C	N/C	N/C	N/C	N/C	N/C	N/C	N/C
Northeast	Approach	F (123.2)	F (*)	F (*)	F (*)	D (29.7)	F (94.2)	F (159.8)	F (177.1)
Burma Road and Greene Lane									
Northbound	Approach	N/C	N/C	N/C	N/C	N/C	N/C	N/C	N/C
Southbound	Approach	A (0.2)	A (0.2)	A (0.2)	A (0.2)	A (2.0)	A (2.2)	A (2.3)	A (2.3)
Westbound	Approach	C (24.0)	F (52.5)	F (63.1)	F (63.1)	C (18.6)	D (25.9)	D (30.4)	D (31.3)
Stringham Road and Tank Farm 2 Office Driveway									
Southbound	Approach	N/A	N/A	C (19.1)	C (20.0)	N/A	N/A	C (19.1)	C (20.0)
Eastbound	Approach	N/A	N/A	A (3.0)	A (3.7)	N/A	N/A	A (3.0)	A (3.7)
Westbound	Approach	N/A	N/A	N/C	N/C	N/A	N/A	N/C	N/C
Stringham Road and Tank Farm 1 Light Industrial/Parking									
Northbound	Approach	N/A	N/A	N/C	N/C	N/A	N/A	N/C	N/C
Southbound	Approach	N/A	N/A	N/C	N/C	N/A	N/A	N/C	N/C
Westbound	Approach	N/A	N/A	B (10.2)	B (10.2)	N/A	N/A	B (11.4)	B (11.6)

RECOMMENDATIONS AND CONCLUSIONS

The redevelopment of the excess Navy properties as established with the 2005 Base Realignment and Closure (BRAC) legislation and in accordance with the July 6, 2001 Final Draft Redevelopment Plan will have varied impacts on the roadways surrounding the project sites. The anticipated timeline for redevelopment is approximately 20 years, which makes accurate estimation of impacts and required mitigation challenging. The assumed 1% per year background growth factor may generate anticipated traffic volumes higher than the actual existing condition in 2032. As a result, the analysis of the potential site redevelopment alternatives could show an impact greater than what will actually be experienced upon construction.

In general, the overall safety of the roadways surrounding the properties appears adequate. While there were a high number of reported crashes at many intersections, the travel volumes at the intersections are also high, and the severity of the crashes was generally low. As discussed earlier, RIDOT currently has several planned projects or has made recent striping revisions in the vicinity of several of the sites that could impact the overall traffic and crash patterns. As many of the key intersections reviewed are signalized intersections, the addition of new traffic is not expected to create a significant safety concern. At the existing unsignalized intersections, the need for revised traffic controls and/or signage should be reviewed at the completion of the traffic study for each of the developments to ensure that the safety of the intersection(s) is not impacted.

The available sight distances from the potential site entrance locations was also reviewed, and were generally found to meet the AASHTO requirements for the 85th percentile travel speeds along the applicable roadway. It is recommended that these distances be reconfirmed when the final location of the site driveway(s) is determined, as the available sight distance will vary based on the location of the driveway. The access and egress drives at each of these potential redevelopment sites should be designed to maximize the visibility for motorists turning into and out of the developments while providing accurate information to the motorist to identify the site. Street parking exists adjacent to the Naval Hospital, and its limits should be reviewed if the site development goes to design to ensure that they remain appropriate for all users.

Capacity analysis of the study intersections and the proposed site entrance(s) indicates mixed operational results. It should be noted that the intersections under existing conditions operate at varied levels of service, with some approaches currently experiencing poor LOS and significant delay. The addition of the redevelopment traffic to the study intersections is expected to impact the overall LOS and delay, however, the future build conditions will not be significantly different than what would be expected under the same future condition without the added phase of development. In many cases, the Alternative 1 and Alternative 2 results were similar, while in other cases the Alternative 2 results showed a higher level of impacts due to the increased density of development. It should be noted that the future 2032 no-build and build analyses were completed using optimized signal timings to account for revisions to the existing signal timing over the next 20 years.

Potential mitigation measures at the study intersection are varied and depend on the location of the intersection as well as the final design of the site driveways and internal site roadway network. In some cases, improvements along the roadway could be as simple as revised signage or striping, while in other cases, it is likely that geometric improvements will be required. In addition, there are several locations where the redevelopment traffic may result in the need to review all-way stop control and traffic signal warrants for intersections where they are not currently installed. The need for the installation of these measures will depend on the final decision regarding development density as well as the final location of the site driveway(s).

D Methodology, Assumptions, and Multipliers

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D-1 Air Quality Supporting Materials

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Table D-1A Construction Summary

Alternative 2	Buildings	Sq Ft.	Cu Yds	# units	acres
Tank Farms					
Demolition	Tanks 9, 10	660,000			15.15
	Building 30	1,000	4,500		
	Building 49	896			0.02
	Building B60	880			0.02
New Construction	Light industrial	205,000			4.71
	Solar Array	155,000			3.56
	Office Space	137,600			3.16
	Parking /Access	981,200			22.53
	Open Space				111.00
	Total Demolition				0.00
	Total new building space	342,600			7.87
	Total new paved area	981,200			22.53
	Total grading area	1,478,800			33.95
Navy Lodge					
New Construction	Retail (2 stories)	61,000			0.70
	Parking and Access	61,000			1.40
	Open Space	52,300			1.20
	Total new building space	61,000			1.40
	Total new paved area	61,000			1.40
	Total grading area	91,500			2.10
Navy Hospital					
Demolition	Building 1	147,500			3.39
	Building 7	4,500			0.10
	Building 45	30,700	10,000		0.70
	Building 63	420			0.01
	Building 993	875			0.02
	Quarters A and B	6,900			0.16
New Construction	Hotel(3 stories)	169,800			1.30
	Open Space	79,300			1.82
	Parking and Access	100,170			2.30
	Path	6,720			0.15
	Residential (36 apartments)*			36	0.60
	Pier and floating docks	10,000			0.23
	Boat Storage Facility	1,300			0.03
	Yacht Club/Office	2,600			0.06
	Waterfront Park	100,200			2.30
	Total Demolition	190,895			4.38
	Total new building space	183,700		36	1.90
	Total new paved area	100,170			2.30
	Total grading area	293,753			6.74
Midway Pier/Greene Lane					
Demolition	Midway Pier	13,283	3,000		0.30
New Construction	Pathway	39,200			0.90
	Restrooms	870			0.02
	Playground	4,350			0.10
	Picnic area	1,300			0.03
	Pier	3,920			0.09
Existing	Roads and Right-of-Way	679,500			15.60
	Open Space	2,173,600			49.90
	Total new building space	6,090			0.14
	Total new paved area	39,200			0.90
	Total grading area	49,640			1.14

Table D-1B Summary of Construction Emissions, Former Navy Lodge Property

Equipment Exhaust Emissions, Off-Road Construction Equipment and Vehicles, Navy Lodge Location, Alternative 2

Activity	Equipment List	Eqpt qty	Days Used[1]	Emission Factors (lb/day/unit)[2] VOC	CO	NO_X	SO_2	PM_{10}	Emissions (TPY) VOC	CO	NO_X	SO_2	$PM_{2.5}$[3]	PM_{10}
Demolition	Loader	0	0	0.29	1.75	1.47	0.002	0.26	0.00	0.00	0.00	0.000	0.00	0.00
	Crane (Crawler)	0	0	2.76	10.94	33.97	0.024	1.62	0.00	0.00	0.00	0.000	0.00	0.00
	Crane (Hydraulic Truc	0	0	0.32	1.61	4.50	0.010	0.64	0.00	0.00	0.00	0.000	0.00	0.00
	Concrete Saw	0	0	8.26	49.02	41.10	0.06	7.30	0.00	0.00	0.00	0.000	0.00	0.00
	Grader	0	0	3.20	8.00	36.00	0.05	3.20	0.00	0.00	0.00	0.000	0.00	0.00
	Air Compressor	0	0	1.03	6.13	5.14	0.008	0.91	0.00	0.00	0.00	0.000	0.00	0.00
	Generators	0	0	0.12	0.50	0.89	0.001	0.08	0.00	0.00	0.00	0.000	0.00	0.00
Building Construction/Renovation	Loader	2	120	0.29	1.75	1.47	0.002	0.26	0.04	0.21	0.18	0.000	0.03	0.03
	Crane (Crawler)	2	120	2.76	10.94	33.97	0.024	1.62	0.33	1.31	4.08	0.003	0.19	0.19
	Crane (Hydraulic Truc	2	120	0.32	1.61	4.50	0.010	0.64	0.04	0.19	0.54	0.001	0.08	0.08
Grading	Grader	1	30	1.03	6.13	5.14	0.008	0.91	0.02	0.09	0.08	0.000	0.01	0.01
	Bull Dozer	1	30	1.65	8.00	19.48	0.05	1.93	0.02	0.12	0.29	0.001	0.03	0.03
	Water Truck	1	30	1.22	6.26	15.77	0.05	1.04	0.02	0.09	0.24	0.001	0.02	0.02
	Haul Truck	1	30	1.22	6.26	15.77	0.05	1.04	0.02	0.09	0.24	0.001	0.02	0.02
Paving/Road Construction	Cement Mixer	1	30	5.60	16.00	41.60	0.06	4.80	0.08	0.24	0.62	0.001	0.07	0.07
	Asphalt Paving Machi	1	30	2.15	22.62	21.06	0.05	3.00	0.03	0.34	0.32	0.001	0.05	0.05
	Vibratory Compactor	1	30	5.45	35.92	39.62	0.06	4.01	0.08	0.54	0.59	0.001	0.06	0.06
	Generators	1	30	0.12	0.50	0.89	0.001	0.08	0.00	0.01	0.01	0.000	0.00	0.00
								Total Emissions, Alternative 1 (TPY):	**0.68**	**3.24**	**7.18**	**0.01**	**0.56**	**0.56**

Notes

[1] Assumes 6 month construction period.

[2] Calculated using EPA NONROAD equipment emission rates (see table 'Off Road Emission Factors'), assuming operation for 8 hours per day.

[3] PM2.5 totals assumed to be the same as PM10

Emissions from On Road Vehicle Activity During Construction

On Road Vehicle Emissions

Source	Number of daily trips	Number of days[1]	Total number of trips	Average trip distance (miles)	Emissions TPY Total Annual Miles	VOC	CO	NOx	SO_2	CO_2	PM_{10}	$PM_{2.5}$
Worker Commute	20	125	2500	25	62,500	0.102	0.966	0.075	0.001	30.250	0.215	0.024
Delivery Truck Traffic	2	125	250	25	6,250	0.002	0.008	0.055	0.001	9.625	0.023	0.004
						0.104	**0.974**	**0.130**	**0.002**	**39.875**	**0.238**	**0.027**

[1] Assumes 6 month construction period.

[2] Calculated using EPA emission rates (see table 'On Road Emission Factors'), assuming operation for 8 hours per day.

Construction Emissions

Source	Emissions (TPY) VOC	CO	NOx	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Construction Equipment	0.68	3.24	7.18	0.009	0.56	0.56	NA
Worker Commute	0.10	0.97	0.07	0.001	0.22	0.02	30.25
Delivery Truck Traffic	0.002	0.01	0.06	0.001	0.02	0.00	9.63
VOC and PM from Paving and Grading	0.039				0.11	0.11	
Total Emissions(TPY)	**0.82**	**4.21**	**7.31**	**0.01**	**0.91**	**0.69**	NA
Applicable Conformity Rule *de minimis* thresholds[1]	**50**	**NA**	**100**	**NA**	**NA**	**NA**	**NA**

[1] 40 CFR 93.153(b)(1)

Table D-1C Summary of Construction Emissions, Former Naval Hospital Property

Equipment Exhaust Emissions, Off-Road Construction Equipment and Vehicles, Naval Hospital, Alternative 2

		Eqpt	Days	Emission Factors (lb/day/unit)[2]					Emissions (TPY)					
Activity	Equipment List	qty	Used[1]	VOC	CO	NO_X	SO_2	PM_{10}	VOC	CO	NO_X	SO_2	$PM_{2.5}$[3]	PM_{10}
Demolition	Loader	2	60	0.29	1.75	1.47	0.002	0.26	0.02	0.10	0.09	0.000	0.02	0.02
	Crane (Crawler)	2	60	2.76	10.94	33.97	0.024	1.62	0.17	0.66	2.04	0.001	0.10	0.10
	Crane (Hydraulic Truck)	2	60	0.32	1.61	4.50	0.010	0.64	0.02	0.10	0.27	0.001	0.04	0.04
	Concrete Saw	2	60	8.26	49.02	41.10	0.06	7.30	0.50	2.94	2.47	0.004	0.44	0.44
	Grader	2	60	3.20	8.00	36.00	0.05	3.20	0.19	0.48	2.16	0.003	0.19	0.19
	Air Compressor	2	60	1.03	6.13	5.14	0.008	0.91	0.06	0.37	0.31	0.000	0.05	0.05
	Generators	2	60	0.12	0.50	0.89	0.001	0.08	0.01	0.03	0.05	0.000	0.00	0.00
Building Construction (including pier)	Loader	2	250	0.29	1.75	1.47	0.002	0.26	0.07	0.44	0.37	0.001	0.07	0.07
	Crane (Crawler)	2	250	2.76	10.94	33.97	0.024	1.62	0.69	2.74	8.49	0.006	0.41	0.41
	Crane (Hydraulic Truck)	2	250	0.32	1.61	4.50	0.010	0.64	0.08	0.40	1.13	0.002	0.16	0.16
	Marine Equipment	2	250	3.37	11.24	50.60	0.07	4.50	0.00	2.81	12.65	0.017	1.12	1.12
	Misc. Light Pumps	2	250	0.19	0.79	1.40	0.00	0.13	0.00	0.20	0.35	0.000	0.03	0.03
Grading	Grader	1	180	1.03	6.13	5.14	0.008	0.91	0.09	0.55	0.46	0.001	0.08	0.08
	Bull Dozer	1	180	1.65	8.00	19.48	0.05	1.93	0.15	0.72	1.75	0.004	0.17	0.17
	Water Truck	1	180	1.22	6.26	15.77	0.05	1.04	0.11	0.56	1.42	0.004	0.09	0.09
	Haul Truck	1	180	1.22	6.26	15.77	0.05	1.04	0.11	0.56	1.42	0.004	0.09	0.09
Paving/Road Construction	Cement Mixer	1	120	5.60	16.00	41.60	0.06	4.80	0.34	0.96	2.50	0.003	0.29	0.29
	Asphalt Paving Machine	1	120	2.15	22.62	21.06	0.05	3.00	0.13	1.36	1.26	0.003	0.18	0.18
	Vibratory Compactor	1	120	5.45	35.92	39.62	0.06	4.01	0.33	2.16	2.38	0.003	0.24	0.24
	Generators	1	120	0.12	0.50	0.89	0.001	0.08	0.01	0.03	0.05	0.000	0.00	0.00
								Total Emissions, Alternative 1 (TPY):	**3.06**	**18.16**	**41.61**	**0.06**	**3.78**	**3.78**

Notes

[1] Assumes 1 year construction period.

[2] Calculated using EPA NONROAD equipment emission rates (see table 'Off Road Emission Factors'), assuming operation for 8 hours per day.

[3] PM2.5 totals assumed to be the same as PM10

Emissions from On Road Vehicle Activity During Construction

On Road Vehicle Emissions

					Emissions TPY							
Source	Number of daily trips	Number of days[1]	Total number of trips	Average trip distance (miles)	Total Annual Miles	VOC	CO	NOx	SO_2	CO_2	PM_{10}	$PM_{2.5}$
Worker Commute	30	250	7500	25	187,500	0.306	2.898	0.224	0.003	90.750	0.646	0.072
Demolition Removal[3]	9	60	540	26	14,040	0.004	0.004	0.004	0.004	0.004	0.004	0.004
Delivery Truck Traffic	4	250	1000	25	25,000	0.008	0.030	0.222	0.004	38.500	0.091	0.014
						0.318	**2.932**	**0.450**	**0.011**	**129.254**	**0.741**	**0.090**

[1] Assumes 1 year construction period.

[2] Calculated using EPA emission rates (see table 'On Road Emission Factors'), assuming operation for 8 hours per day.

[3] Assuming approximately 10,000 cubic yards demolition waste (See Appendix W for waste analysis), hauled away by 20 cubic yard capacity trucks.

Construction Emissions

	Emissions (TPY)						
Source	VOC	CO	NOx	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Construction Equipment	3.06	18.16	41.61	0.059	3.78	3.78	NA
Worker Commute	0.31	2.90	0.22	0.003	0.65	0.07	90.75
Demolition Removal/Delivery Truck Traffic	0.012	0.035	0.226	0.009	0.095	0.018	38.504
VOC and PM from Paving and Grading	0.017				0.11	0.11	
Total Emissions(TPY)	**3.40**	**21.09**	**42.06**	**0.07**	**4.64**	**3.99**	NA
Applicable Conformity Rule *de minimis* thresholds[1]	**50**	**NA**	**100**	**NA**	**NA**	**NA**	**NA**

[1] 40 CFR 93.153(b)(1)

Table D-1D Summary of Construction Emissions, Tank Farms 1 and 2

Equipment Exhaust Emissions, Off-Road Construction Equipment and Vehicles, Tank Farms, Alternative 2

Activity	Equipment List	Eqpt qty	Days Used[1]	Emission Factors (lb/day/unit)[2] VOC	CO	NO_X	SO_2	PM_{10}	Emissions (TPY) VOC	CO	NO_X	SO_2	$PM_{2.5}$[3]	PM_{10}
Demolition	Loader	2	120	0.29	1.75	1.47	0.002	0.26	0.04	0.21	0.18	0.000	0.03	0.03
	Crane (Crawler)	2	120	2.76	10.94	33.97	0.024	1.62	0.33	1.31	4.08	0.003	0.19	0.19
	Crane (Hydraulic Truck)	2	120	0.32	1.61	4.50	0.010	0.64	0.04	0.19	0.54	0.001	0.08	0.08
	Concrete Saw	2	120	8.26	49.02	41.10	0.06	7.30	0.99	5.88	4.93	0.008	0.88	0.88
	Grader	2	120	3.20	8.00	36.00	0.05	3.20	0.38	0.96	4.32	0.006	0.38	0.38
	Air Compressor	2	120	1.03	6.13	5.14	0.008	0.91	0.12	0.74	0.62	0.001	0.11	0.11
	Generators	2	120	0.12	0.50	0.89	0.001	0.08	0.01	0.06	0.11	0.000	0.01	0.01
Building Construction/Renovation	Loader	2	250	0.29	1.75	1.47	0.002	0.26	0.07	0.44	0.37	0.001	0.07	0.07
	Crane (Crawler)	2	250	2.76	10.94	33.97	0.024	1.62	0.69	2.74	8.49	0.006	0.41	0.41
	Crane (Hydraulic Truck)	2	250	0.32	1.61	4.50	0.010	0.64	0.08	0.40	1.13	0.002	0.16	0.16
Grading	Grader	2	250	1.03	6.13	5.14	0.008	0.91	0.26	1.53	1.28	0.002	0.23	0.23
	Bull Dozer	2	250	1.65	8.00	19.48	0.05	1.93	0.41	2.00	4.87	0.012	0.48	0.48
	Water Truck	2	250	1.22	6.26	15.77	0.05	1.04	0.30	1.57	3.94	0.012	0.26	0.26
	Haul Truck	2	250	1.22	6.26	15.77	0.05	1.04	0.30	1.57	3.94	0.012	0.26	0.26
Paving/Road Construction	Cement Mixer	1	250	5.60	16.00	41.60	0.06	4.80	0.70	2.00	5.20	0.007	0.60	0.60
	Asphalt Paving Machine	1	250	2.15	22.62	21.06	0.05	3.00	0.27	2.83	2.63	0.006	0.38	0.38
	Vibratory Compactor	1	250	5.45	35.92	39.62	0.06	4.01	0.68	4.49	4.95	0.007	0.50	0.50
	Generators	1	250	0.12	0.50	0.89	0.001	0.08	0.02	0.06	0.11	0.000	0.01	0.01
								Total Emissions, Alternative 1 (TPY):	**5.71**	**28.97**	**51.69**	**0.09**	**5.03**	**5.03**

Notes

[1] Assumes 1 year construction period.

[2] Calculated using EPA NONROAD equipment emission rates (see table 'Off Road Emission Factors'), assuming operation for 8 hours per day.

[3] PM2.5 totals assumed to be the same as PM10

Emissions from On Road Vehicle Activity During Construction

On Road Vehicle Emissions

Source	Number of daily trips	Number of days[1]	Total number of trips	Average trip distance (miles)	Total Annual Miles	Emissions TPY VOC	CO	NOx	SO_2	CO_2	PM_{10}	$PM_{2.5}$
Worker Commute	60	250	15000	25	375,000	0.613	5.796	0.448	0.005	181.500	1.292	0.143
Demolition Removal[3]	2	120	240	25	6,000	0.002	0.007	0.053	0.001	9.240	0.022	0.003
Delivery Truck Traffic	5	250	1250	25	31,250	0.010	0.038	0.277	0.005	48.125	0.113	0.018
						0.624	**5.841**	**0.778**	**0.012**	**238.865**	**1.427**	**0.164**

[1] Assumes 1 year construction period.

[2] Calculated using EPA emission rates (see table 'On Road Emission Factors'), assuming operation for 8 hours per day.

[3] Assuming approximately 4,500 cubic yards demolition waste (See Appendix W for waste analysis), hauled away by 20 cubic yard capacity trucks.

Construction Emissions

Source	Emissions (TPY) VOC	CO	NOx	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Construction Equipment	5.71	28.97	51.69	0.086	5.03	5.03	NA
Worker Commute	0.61	5.80	0.45	0.005	1.29	0.14	181.50
Demolition Removal/Delivery Truck Traffic	0.011	0.045	0.330	0.006	0.135	0.021	57.365
VOC and PM from Paving and Grading	0.413				1.81	1.81	
Total Emissions(TPY)	**6.74**	**34.81**	**52.47**	**0.10**	**8.27**	**7.00**	NA
Applicable Conformity Rule *de minimis* thresholds[1]	**50**	**NA**	**100**	**NA**	**NA**	**NA**	**NA**

[1] 40 CFR 93.153(b)(1)

Table D-1E Summary of Construction Emissions, Midway Pier/Greene Lane Property

Equipment Exhaust Emissions, Off-Road Construction Equipment and Vehicles, Defense Highway, Alternative 2

Activity	Equipment List	Eqpt qty	Days Used[1]	Emission Factors (lb/day/unit)[2]					Emissions (TPY)					
				VOC	CO	NO_X	SO_2	PM_{10}	VOC	CO	NO_X	SO_2	$PM_{2.5}$[3]	PM_{10}
Demolition	Loader	1	60	0.29	1.75	1.47	0.002	0.26	0.01	0.05	0.04	0.000	0.01	0.01
	Crane (Crawler)	1	60	2.76	10.94	33.97	0.024	1.62	0.08	0.33	1.02	0.001	0.05	0.05
	Crane (Hydraulic Truck)	1	60	0.32	1.61	4.50	0.010	0.64	0.01	0.05	0.14	0.000	0.02	0.02
	Concrete Saw	1	60	8.26	49.02	41.10	0.06	7.30	0.25	1.47	1.23	0.002	0.22	0.22
	Grader	1	60	3.20	8.00	36.00	0.05	3.20	0.10	0.24	1.08	0.001	0.10	0.10
	Air Compressor	1	60	1.03	6.13	5.14	0.008	0.91	0.03	0.18	0.15	0.000	0.03	0.03
	Generators	1	60	0.12	0.50	0.89	0.001	0.08	0.00	0.02	0.03	0.000	0.00	0.00
	Marine Equipment	1	60	3.37	11.24	50.60	0.07	4.50	0.10	0.34	1.52	0.002	0.13	0.13
	Misc. Light Pumps	1	60	0.19	0.79	1.40	0.00	0.13	0.01	0.02	0.04	0.000	0.00	0.00
Building Construction	Loader	1	60	0.29	1.75	1.47	0.002	0.26	0.01	0.05	0.04	0.000	0.01	0.01
	Crane (Crawler)	1	60	2.76	10.94	33.97	0.024	1.62	0.08	0.33	1.02	0.001	0.05	0.05
	Crane (Hydraulic Truck)	1	60	0.32	1.61	4.50	0.010	0.64	0.01	0.05	0.14	0.000	0.02	0.02
	Marine Equipment	1	60	3.37	11.24	50.60	0.07	4.50	0.10	0.34	1.52	0.002	0.13	0.13
	Misc. Light Pumps	1	60	0.19	0.79	1.40	0.00	0.13	0.01	0.02	0.04	0.000	0.00	0.00
Grading	Grader	1	30	1.03	6.13	5.14	0.008	0.91	0.02	0.09	0.08	0.000	0.01	0.01
	Bull Dozer	1	30	1.65	8.00	19.48	0.05	1.93	0.02	0.12	0.29	0.001	0.03	0.03
	Water Truck	1	30	1.22	6.26	15.77	0.05	1.04	0.02	0.09	0.24	0.001	0.02	0.02
	Haul Truck	1	30	1.22	6.26	15.77	0.05	1.04	0.02	0.09	0.24	0.001	0.02	0.02
Paving/Road Construction	Cement Mixer	1	30	5.60	16.00	41.60	0.06	4.80	0.08	0.24	0.62	0.001	0.07	0.07
	Asphalt Paving Machine	1	30	2.15	22.62	21.06	0.05	3.00	0.03	0.34	0.32	0.001	0.05	0.05
	Vibratory Compactor	1	30	5.45	35.92	39.62	0.06	4.01	0.08	0.54	0.59	0.001	0.06	0.06
	Generators	1	30	0.12	0.50	0.89	0.001	0.08	0.00	0.01	0.01	0.000	0.00	0.00
								Total Emissions, Alternative 1 (TPY):	**1.07**	**5.02**	**10.40**	**0.01**	**1.03**	**1.03**

Notes

[1] Assumes 6 month construction period.

[2] Calculated using EPA NONROAD equipment emission rates (see table 'Off Road Emission Factors'), assuming operation for 8 hours per day.

[3] PM2.5 totals assumed to be the same as PM10

Emissions from On Road Vehicle Activity During Construction

On Road Vehicle Emissions

Source	Number of daily trips	Number of days[1]	Total number of trips	Average trip distance (miles)	Total Annual Miles	Emissions TPY						
						VOC	CO	NOx	SO_2	CO_2	PM_{10}	$PM_{2.5}$
Worker Commute	30	250	7500	25	187,500	0.306	2.898	0.224	0.003	90.750	0.646	0.072
Demolition Removal[3]	3	50	150	26	3,900	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Delivery Truck Traffic	4	250	1000	25	25,000	0.008	0.030	0.222	0.004	38.500	0.091	0.014
						0.315	**2.929**	**0.447**	**0.008**	**129.251**	**0.738**	**0.087**

[1] Assumes 6 month construction period.

[2] Calculated using EPA emission rates (see table 'On Road Emission Factors'), assuming operation for 8 hours per day.

[3] Assuming approximately 3,000 cubic yards demolition waste (See Appendix W for waste analysis), hauled away by 20 cubic yard capacity trucks.

Construction Emissions

Source	Emissions (TPY)						
	VOC	CO	NOx	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Construction Equipment	1.07	5.02	10.40	0.015	1.03	1.03	NA
Worker Commute	0.31	2.90	0.22	0.003	0.65	0.07	90.75
Demolition/Delivery Truck Traffic	0.009	0.031	0.223	0.006	0.092	0.015	38.501
VOC and PM from Paving and Grading	0.017				0.11	0.11	
Total Emissions(TPY)	**1.40**	**7.94**	**10.85**	**0.02**	**1.88**	**1.22**	NA
Applicable Conformity Rule *de minimis* thresholds[1]	**50**	**NA**	**100**	**NA**	**NA**	**NA**	**NA**

[1] 40 CFR 93.153(b)(1)

Table D-1F Site Preparation: Particulate Emissions for Construction and VOC Emissions from Paving

SITE PREPARATION: PARTICULATE EMISSIONS FOR CONSTRUCTION							
Activity	Acres	Assume vehicle kilometers traveled	TOPSOIL REMOVAL	EARTHMOVING	TRUCK HAULAGE	EMISSIONS	
			(LBS)	(LBS)	(LBS)	LBS	TONS
Tank Farms	33.95	169.74	2129	448	1046	3622	1.81
Navy Lodge	2.10	10.50	132	28	65	224	0.11
Navy Hospital	6.74	33.72	423	89	208	720	0.36
Midway Pier/Greene Lane	1.14	5.70	71	15	35	122	0.06
Notes:							
Emission factors obtained from EPA-450/2-92-004 (Fugitive Dust document)							
Factors for	Topsoil Removal	5.70	kg/VKT				
	Earth Moving	1.20	kg/VKT				
	Truck Haulage	2.80	kg/VKT				
Assume vehicle kilometers traveled		5	km/acre activity				

VOC Emissions from Paving				
		Emission Factor (1)	**Emissions**	
Activity	**Acres Paved**	**(lbs/acre)**	**lb**	**tons**
Tank Farms	22.53	2.62	826.2	0.413
Navy Lodge	2.10	2.62	77.0	0.039
Navy Hospital	2.30	2.62	84.3	0.042
Midway Pier/Greene Lane	0.90	2.62	33.0	0.017

Note

1. Data source: Emission Estimates for Land use Development Projects by the South Coast Air Quality Management District

2.U.S. Environmental Protection Agency (U.S. EPA), 1992. Fugitive Dust Background Technical Information Document for Best Available Control Measures, 1992. U.S. EPA-450/2-92-004, Research Triangle Park, N.C

Table D-1G Construction Equipment Exhaust Emission Factors, Based on EPA NONROAD emission rates

Equipment Type	Fuel Type	SCC	Avg Size[1] (hp)	Load[2]	Engine Size Range	Emission Factor[3] (g/hp-hr)					Equipment Emission Rate[4] (lbs-hr)				
						VOC	CO	NO_x	SO_2	PM_{10}	VOC	CO	NO_x	SO_2	PM_{10}
Asphalt Paving Machine	Diesel	2270002003	91	0.59	75<hp≤100	0.27	2.83	2.63	0.01	0.38	0.03	0.33	0.31	0.001	0.04
Vibratory Compactor	Diesel	2270002009	8	0.43	6<hp≤11	0.68	4.49	4.95	0.01	0.50	0.01	0.03	0.04	0.000	0.00
Generators	Diesel	2270006005	22	0.43	16<hp≤25	0.74	3.03	5.36	0.01	0.49	0.02	0.06	0.11	0.000	0.01
Air Compressors	Diesel	2270006015	37	0.43	25<hp≤40	0.25	1.28	4.28	0.01	0.23	0.01	0.04	0.15	0.000	0.01
Excavator/Loaders/Backhoes	Diesel	2270002066	77	0.21	75<hp≤100	1.03	6.13	5.14	0.01	0.91	0.04	0.22	0.18	0.000	0.03
Aerial Lifts (Cherry Pickers)	Diesel	2270003010	43	0.21	40<hp≤50	1.81	6.78	5.88	0.01	0.98	0.04	0.13	0.12	0.000	0.02
Crawler Tractor/Dozers	Diesel	2270002069	157	0.59	100<hp≤175	0.21	1.00	2.44	0.01	0.24	0.04	0.20	0.50	0.001	0.05
Off-Highway Trucks	Diesel	2270002051	489	0.59	300<hp≤600	0.15	0.78	1.97	0.01	0.13	0.10	0.50	1.25	0.004	0.08
Marine Equipment	Diesel	2282005010	1250	0.51	hp>750	0.30	1.00	4.50	0.01	0.40	0.42	1.41	6.32	0.008	0.56
Misc. Light Pumps	Diesel	2270006010	20	0.74	16<hp≤25	0.74	3.03	5.36	0.01	0.49	0.02	0.10	0.17	0.000	0.02
Commercial Welder	Diesel	2270006025	35	0.45	25<hp≤40	0.25	1.28	4.28	0.01	0.23	0.01	0.04	0.15	0.000	0.01
Pressure Washers	Diesel	2270006030	9	0.3	6<hp≤11	0.68	4.49	4.95	0.01	0.50	0.00	0.03	0.03	0.000	0.00
Roller	Diesel	2270002015	95	0.61	75<hp≤100	1.03	6.13	5.14	0.01	0.91	0.13	0.78	0.66	0.001	0.12
Crane (Hydraulic Truck)	Diesel	2270002045	194	0.47	175<hp≤300	0.20	1.00	2.80	0.01	0.40	0.04	0.20	0.56	0.001	0.08
Crane (Crawler)	Diesel	2270002045	489	0.47	200<hp≤500	0.68	2.70	8.38	0.01	0.40	0.34	1.37	4.25	0.003	0.20
Scraper	Diesel	2270002018	311	0.7	300<hp≤600	0.15	0.78	1.97	0.01	0.13	0.07	0.38	0.95	0.003	0.06
Surfacing Equipment	Diesel	2270002024	183	0.49	150<hp≤250	0.20	1.00	2.80	0.01	0.40	0.04	0.20	0.55	0.001	0.08
Trencher	Diesel	2270002030	77	0.66	50<hp≤100	0.99	3.49	8.30	0.01	0.72	0.11	0.39	0.93	0.001	0.08
Concrete Saw	Diesel	2270002039	79	0.78	75<hp≤100	1.03	6.13	5.14	0.01	0.91	0.14	0.83	0.70	0.001	0.12
Cement Mixer	Diesel	2270002042	11	0.59	6<hp≤20	0.70	2.00	5.20	0.01	0.60	0.01	0.03	0.07	0.000	0.01
Drill Rig	Diesel	2270002033	209	0.79	100<hp≤250	0.68	2.70	8.38	0.01	0.40	0.25	0.98	3.05	0.002	0.15
Grader	Diesel	2270002048	172	0.64	150<hp≤250	0.40	1.00	4.50	0.01	0.40	0.10	0.24	1.09	0.001	0.10
Skid Steer	Diesel	2270002072	131	0.58	50<hp≤250	0.20	1.00	3.30	0.01	0.72	0.03	0.17	0.55	0.001	0.12
Telehandler	Diesel	2270003020	111	0.3	100<hp≤125	0.20	1.00	6.90	0.01	0.40	0.01	0.07	0.51	0.000	0.03

Notes:

1. Avg hp from "Nonroad Engine and Vehicle Emissions Study Report" EPA 460/3-91-02. Nov 1991.
2. Load from "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling" EPA420-P-04-005. April 2004.
3. Emission factors from EPA's NONROAD model (Year 2014) and NR-009A, June 15, 1998.
4. Equipment Emission Rate = Average HP x Load x Emission Factor x 453.6 g/lb.

Table D-1H Onroad Vehicle Exhaust Emission Factors

Equipment Type	Fuel Type	Exhaust Emission Factor[a] (g/VMT)							Road Dust Emission Factor[d] (g/VMT)		Total PM Emission Factor[are] (g/VMT)	
		VOC	CO	NO_x	SO_2	PM_{10}	$PM_{2.5}$	CO_2	PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$
Gasoline Vehicles	Gasoline	1.49	14.05	1.09	0.0127	0.0059	0.0055	440	3.13	0.341	3.13	0.347
Diesel Vehicles	Diesel	0.28	1.10	8.06	0.158	0.17	0.17	1,400	3.13	0.341	3.30	0.511

Notes:

a. Emission factors for gasoline worker vehicles from "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks (EPA420-F-05-22, EPA 2005). It was assumed that the vehicle make-up included 50% cars and 50% light-duty trucks/SUVs. SO2 emission factor calculated from gasoline consumption rate and a sulfur content of 80 ppm.

b. Emission factors for diesel worker and delivery vehicles (except SO2 and CO2) from "Assessing the Effects of Freight Movement on Air Quality at the National and Regional Level- Final Report" (U.S. Federal Highway Administration 2005).

c. CO_2 and SO_2 emission factors for diesel worker and delivery vehicles from "Greenhouse Gas Protocol - Corporate Accounting and Reporting Standard / Mobile Guide" (World Resources Institute/World Business Council for Sustainable Development 2005). SO2 emission factor calculated from diesel consumption rate and a sulfur content of 348 ppm.

d. See emission factor derivation table below.

e. Sum of exhaust and road dust emission factors.

Paved Roads - Emission Factor Derivation Table

$E = (k(sL/2)^{0.65}(W/3)^{1.5}-C)$ AP-42 Section 13.2.1 (11/06 version)

where:

E = particulate emission factor (lb/VMT)
k = particle size multiplier
sL = road surface silt loading (g/m^2)
W = average vehicle weight (tons)
C = emission factor for 1980's vehicle fleet exhaust, break wear and tire wear

Parameter	Units	PM_{10}	$PM_{2.5}$	Reference
Mean Vehicle Weight	tons	3	3	Assumption
k factor	g/VMT	7.3	1.1	Table 13.2-1.1
Silt Loading, sL	g/m^2	0.6	0.6	Table 13.2.1-3
Emission factor, C	g/VMT	0.2119	0.1617	Table 13.2.1-2
Emission factor, E	g/VMT	3.13	0.341	Table 13.2.1-3

Table D-1I Estimated Energy Use from Facilities at Final Build Out, Alternative 1

Alt 1 Feature Calcs for the Former Navy Lodge		Annual Fuel Use per Sq Ft			Total Annual Fuel Use		
Feature	Sq Ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Retail	30,500	14.362	33.400	NA	438,036	1,018,700	NA
Parking Access	47,900	NA	NA	NA	NA	NA	NA
		NA	NA	NA	NA	NA	NA
Total Building Space	**30,500**				**438,036**	**1,018,700**	**0**

Alt 1 Feature Calcs for the Former Naval Hospital		Annual Fuel Use per Sq Ft/unit			Total Annual Fuel Use		
Feature	Sq Ft/units	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Hotel	169,800	13.540	48.900	0.120	2,299,097	8,303,220	20,376
Parking Access	96,950	NA	NA	NA	NA	NA	NA
Path	4,356	NA	NA	NA	NA	NA	NA
Residential (36 apartments)*	36	4,504	41,000	NA	162,144	1,476,000	NA
Boat Storage Facility	1,300	7.144	23.400	0.050	9,288	30,420	65
Yacht Club/Office	0	17.284	31.800	0.030	0	0	0
Pier	8,700	NA	NA	NA	NA	NA	NA
Total Building Space	**171,136**				**2,470,529**	**9,809,640**	**20,441**

*Assuming new apartments will be supplied with Natural Gas

Alt 1 Feature Calcs for Tank Farms 1 & 2		Annual Fuel Use per Sq Ft			Total Annual Fuel Use		
Feature	Sq Ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Light Industrial/Boat Storage	45,000	7.144	23.400	0.050	321,492	1,053,000	2,250
Multi Modal Parking (400 spaces)	174,240	NA	NA	NA	NA	NA	NA
Light Industrial	145,000	7.144	23.400	0.050	1,035,920	3,393,000	7,250
Solar Array (1MW)*	155,000	NA	NA	NA	-1,246,263	NA	NA
Office Space	110,000	17.284	31.800	0.030	1,901,212	3,498,000	3,300
Driveway/Access to Parking Area	95,800	NA	NA	NA	NA	NA	NA
Total	**725,040**				**2,012,362**	**7,944,000**	**12,800**

* Annual power output estimated using National Renewable Energy Laboratory(NREL) PVWATTS Calculator
http://rredc.nrel.gov/solar/calculators/PVWATTS/version2/pvwattsv2.cgi

-40%

Alt 1 Feature Calcs for Midway Pier/Greene Lane		Annual Fuel Use per Sq Ft			Total Annual Fuel Use		
Feature	Sq Ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Multi use pathway	39,200	NA	NA	NA	NA	NA	NA
Parking Lot	13,070	0.000	0.000	0.000	0	0	0
Restrooms	870	10.864	54.100	NA	9,452	47,067	NA
Playground	1,740	NA	NA	NA	NA	NA	NA
Picnic Area	1,300	NA	NA	NA	NA	NA	NA
Pier	3,920	NA	NA	NA	NA	NA	NA
Total Building Space	**870**				**9,452**	**47,067**	**0**

Sq ft
927,546

Total Annual Fuel Use		
Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
4,930,378	**18,819,407**	**33,241**

Estimated Energy Use from Facilities at Final Build Out, Alternative 2

-34%

Alt 2 Feature Calcs for the Former Navy Lodge		Annual Fuel Use per Sq Ft			Total Annual Fuel Use		
Feature	Sq Ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Retail	61,000	17.284	31.800	NA	1,054,309	1,939,800	NA
Parking Access	61,000	NA	NA	NA	NA	NA	NA
Total	**61,000**				**1,054,309**	**1,939,800**	**0**

Alt 2 Feature Calcs for the Former Naval Hospital		Annual Fuel Use per Sq Ft			Total Annual Fuel Use		
Feature	Sq Ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Hotel	169,800	13.540	48.900	0.120	2,299,097	8,303,220	20,376
Parking Access	100,170	NA	NA	NA	NA	NA	NA
Path	6,720	NA	NA	NA	NA	NA	NA
Conference Center	8,500	12.440	36.400	0.220	105,737	309,400	1,870
Commercial	26,000	14.362	33.400	NA	373,407	868,400	NA
Boat Storage Facility	1,300	7.144	23.400	0.050	9,288	30,420	65
Yacht Club/Office	2,600	17.284	31.800	0.030	44,938	82,680	78
Pier (floating docks not included)	8,700	NA	NA	NA	NA	NA	NA
Total Building Space	**208,200**				**2,832,468**	**9,594,120**	**22,389**

Alt 2 Feature Calcs for Tank Farms 1 & 2		Annual Fuel Use per Sq Ft			Total Annual Fuel Use		
Feature	Sq Ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Light Industrial/Boat Storage	45,000	7.144	23.400	0.050	321,492	1,053,000	2,250
Multi Modal Parking (400 spaces)	206,046	NA	NA	NA	NA	NA	NA
Light Industrial	159,110	7.144	23.400	0.050	1,136,725	3,723,173	7,955
Solar Array (1MW)*	154,492	NA	NA	NA	-1,246,263	NA	NA
Office Space	137,613	17.284	31.800	0.030	2,378,461	4,376,079	4,128
Driveway/Parking Area	808,419	NA	NA	NA	NA	NA	NA
Total	**341,722**				**2,590,415**	**9,152,252**	**14,334**

* Annual power output estimated using National Renewable Energy Laboratory(NREL) PVWATTS Calculator
http://rredc.nrel.gov/solar/calculators/PVWATTS/version2/pvwattsv2.cgi

Alt 1 Feature Calcs for Midway Pier/Greene Lane		Annual Fuel Use per Sq Ft			Total Annual Fuel Use		
Feature	Sq Ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
Multi use pathway	39,200	NA	NA	NA	NA	NA	NA
Parking Lot	26,100	NA	NA	NA	NA	NA	NA
Restrooms	870	10.864	54.100	NA	9,452	47,067	NA
Playground	4,350	NA	NA	NA	NA	NA	NA
Picnic Area	1,300	NA	NA	NA	NA	NA	NA
Pier	3,920	NA	NA	NA	NA	NA	NA
Total	**870**				**9,452**	**47,067**	**0**

		Total Annual Fuel Use		
	Total Sq ft	Electricity (kwh)	Natural Gas (cf)	Fuel Oil (gallons)
	611,792	**6,486,643**	**20,733,239**	**36,723**

Table D-1K Energy Intensity Factors

Energy Intensity by Building Use			
Building Use	**Electricity intensity (kWh/sq ft)**	**Natural Gas Energy Intensity (cubic feet/square foot)**	**Fuel Oil Energy Intensity (gallons/square foot)**
Education	11.039	36.9	0.18
Food Sales	48.606	50.2	Q
Food Service	38.089	141.2	Q
Health Care	23.079	92.5	0.04
Inpatient	27.297	109.8	0.04
Outpatient	15.898	50.2	Q
Lodging	13.540	48.9	0.12
Mercantile	0.000	32.5	Q
Enclosed and Strip Malls	0.000	30.9	Q
Retail (Other Than Mall)	14.362	33.4	Q
Office	17.284	31.8	0.03
Public Assembly	12.440	36.4	0.22
Public Order and Safety	15.596	43.7	Q
Religious Worship	4.795	30.3	0.29
Service	10.864	54.1	Q
Warehouse and Storage	7.144	23.4	0.05
Other	22.440	67.6	Q
Vacant	1.558	23.0	Q

http://www.eia.gov/consumption/commercial/data/archive/cbecs/cbecs2003/detailed_tables_2003/2003set19/2003html/e06.html
http://www.eia.gov/consumption/commercial/data/archive/cbecs/cbecs2003/detailed_tables_2003/2003set19/2003html/e08.html
http://www.eia.gov/consumption/commercial/data/archive/cbecs/cbecs2003/detailed_tables_2003/2003set19/2003html/e10.html

Average Site Energy Consumption
(per household using the fuel)

	Northeast Households (Millions)	**Electricity** (kWh)	**Natural Gas** (thousand cf)	**Fuel Oil** (gallons)
Type of Housing Unit				
Single-Family Detached	10.9	10,133	97	674
Single-Family Attached	1.8	8,451	74	612
Apartments in 2-4 Unit Buildings	3.1	5,736	74	431
Apartments in 5 or More Unit Buildings	4.4	4,504	41	372

http://www.eia.gov/consumption/residential/data/2009/index.cfm?view=consumption#end-use-by-fuel

(Table CE2.2: Household Site Fuel Consumption in the Northeas Region, Totals and Averages, 2009, Physical Units, Final)

Table D-1L Estimated Emissions from Energy Use in Facilities at Final Build Out, Alternative 1

				Emissions factors (lbs per unit of fuel)						Emissions per year (tons)					
Buildings	Energy Supply	Unit	Total	CO	NOX	VOCs	SO2	PM10	PM2.5	CO	NOX	HC	SO2	PM10	PM2.5
Alternative 1															
Tank Farms 1 & 2	Fuel Oil	1000 gallons	13	5	18	0.7	42.6	1.08	0.83	0.03	0.12	0.00	0.27	0.01	0.01
	Natural Gas	10E6 cf	7.9	40	94	5.5	0.6	1.9	1.9	0.16	0.37	0.02	0.00	0.01	0.01
	Electricity	KWH	2,012,362	NA	0.000855	NA	0.000142	NA	NA	NA	0.86	NA	0.14	NA	NA
									Total Annual Emissions	**0.19**	**1.35**	**0.03**	**0.42**	**0.01**	**0.01**
Former Naval Hospital	Fuel Oil	1000 gallons	20	5	18	0.7	42.6	1.08	0.83	0.05	0.18	0.01	0.44	0.01	0.01
	Natural Gas	10E6 ft3	9.8	40	94	5.5	0.6	1.9	1.9	0.20	0.46	0.03	0.00	0.01	0.01
	Electricity	KWH	2,470,529	NA	0.000855	NA	0.000142	NA	NA	NA	1.06	NA	0.18	NA	NA
									Total Annual Emissions	**0.25**	**1.70**	**0.03**	**0.61**	**0.02**	**0.02**
Former Navy Lodge	Fuel Oil	1000 gallons	0	5	18	0.7	42.6	1.08	0.83	0.00	0.00	0.00	0.00	0.00	0.00
	Natural Gas	10E6 cf	1.0	40	94	5.5	0.6	1.9	1.9	0.02	0.05	0.00	0.00	0.00	0.00
	Electricity	KWH	438,036	NA	0.000855	NA	0.000142	NA	NA	NA	0.19	NA	0.03	NA	NA
									Total Annual Emissions	**0.02**	**0.24**	**0.00**	**0.03**	**0.00**	**0.00**
Midway Pier/Greene Lane	Fuel Oil	1000 gallons	0	5	18	0.7	42.6	1.08	0.83	0.00	0.00	0.00	0.00	0.00	0.00
	Natural Gas	10E6 cf	0.05	40	94	5.5	0.6	1.9	1.9	0.00	0.00	0.00	0.00	0.00	0.00
	Electricity	KWH	9,452	NA	0.000855	NA	0.000142	NA	NA	NA	0.00	NA	0.00	NA	NA
									Total Annual Emissions	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**
Total Annual Fuel Use	Fuel Oil	1000 gallons	33						**Total Regional Annual Building Emissions**	**0.46**	**3.29**	**0.06**	**1.06**	**0.04**	**0.03**
	Natural Gas	10E6 cf	18.8												
	Electricity	KWH	4,930,378												

"A National Methodology and Emission Inventory for Residential Fuel Combustion"
Bernd H. Haneke, May 1 2003
PES, Inc. (A MACTEC Company)
retrieved from www.epa.gov/ttn/chief/conference/ei12/area/haneke.pdf
12th International Emission Inventory Conference - "***Emission Inventories - Applying New Technologies***"

Rhode Island Electricity Profile 2010 Edition
http://www.eia.gov/electricity/state/rhodeisland/
Rhode Island Electricity Data:20

	megawatthours	kilowatthours
Net Generation	**7,738,719**	7,738,719,000

	Emissions (thousand metric tons)	**Metric tons**	**lbs**	**lbs/KWH**
Sulfur Dioxide*	0.5	500	1102311	0.0001424
Nitrogen Oxide	3	3,000	6613868	0.0008546
Carbon Dioxide	3,217	3,217,000	7.1E+09	0.9164658
Sulfur Dioxide (lbs/MWh)	*			
Nitrogen Oxide (lbs/MWh)	0.8			
Carbon Dioxide (lbs/MWh)	916			

* =Value is less than half of the smallest unit of measure (the smallest unit is 1, therfore the max possible would be 0.5).

Table D-1M Estimated Emissions from Energy Use in Facilities at Final Build Out, Alternative 2

				Emissions factors (lbs per unit of fuel)						Emissions per year (tons)					
Buildings	Energy Supply	Unit	Total	CO	NOX	VOCs	SO2	PM10	PM2.5	CO	NOX	HC	SO2	PM10	PM2.5
Alternative 2															
Tank Farms 1 & 2	Fuel Oil	1000 gallons	14	5	18	0.7	42.6	1.08	0.83	0.04	0.13	0.01	0.31	0.01	0.01
	Natural Gas	10E6 cf	9.2	40	94	5.5	0.6	1.9	1.9	0.18	0.43	0.03	0.00	0.01	0.01
	Electricity	KWH	2,590,415	NA	0.000855	NA	0.000142	NA	NA	NA	1.11	NA	0.18	NA	NA
									Total Annual Emissions	**0.22**	**1.67**	**0.03**	**0.49**	**0.02**	**0.01**
Former Naval Hospital	Fuel Oil	1000 gallons	22	5	18	0.7	42.6	1.08	0.83	0.06	0.20	0.01	0.48	0.01	0.01
	Natural Gas	10E6 ft3	9.6	40	94	5.5	0.6	1.9	1.9	0.19	0.45	0.03	0.00	0.01	0.01
	Electricity	KWH	2,832,468	NA	0.000855	NA	0.000142	NA	NA	NA	1.21	NA	0.20	NA	NA
									Total Annual Emissions	**0.25**	**1.86**	**0.03**	**0.68**	**0.02**	**0.02**
Former Navy Lodge	Fuel Oil	1000 gallons	0	5	18	0.7	42.6	1.08	0.83	0.00	0.00	0.00	0.00	0.00	0.00
	Natural Gas	10E6 cf	1.9	40	94	5.5	0.6	1.9	1.9	0.04	0.09	0.01	0.00	0.00	0.00
	Electricity	KWH	1,054,309	NA	0.000855	NA	0.000142	NA	NA	NA	0.45	NA	0.08	NA	NA
									Total Annual Emissions	**0.04**	**0.54**	**0.01**	**0.08**	**0.00**	**0.00**
Midway Pier/Greene Lane	Fuel Oil	1000 gallons	0	5	18	0.7	42.6	1.08	0.83	0.00	0.00	0.00	0.00	0.00	0.00
	Natural Gas	10E6 cf	0.05	40	94	5.5	0.6	1.9	1.9	0.00	0.00	0.00	0.00	0.00	0.00
	Electricity	KWH	9,452	NA	0.000855	NA	0.000142	NA	NA	NA	0.00	NA	0.00	NA	NA
									Total Annual Emissions	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**
Total Annual Fuel Use	Fuel Oil	1000 gallons	37			**Total Regional Annual Building Emissions**				**0.51**	**4.08**	**0.07**	**1.25**	**0.04**	**0.03**
	Natural Gas	10E6 cf	20.7												
	Electricity	KWH	6,486,643												

"A National Methodology and Emission Inventory for Residential Fuel Combustion"
Bernd H. Haneke, May 1 2003
PES, Inc. (A MACTEC Company)
retrieved from www.epa.gov/ttn/chief/conference/ei12/area/haneke.pdf
12th International Emission Inventory Conference - " ***Emission Inventories - Applying New Technologies*** "

Rhode Island Electricity Profile 2010 Edition
http://www.eia.gov/electricity/state/rhodeisland/
Rhode Island Electricity Data:20

	megawatthours	kilowatthours
Net Generation	**7,738,719**	7,738,719,000

	Emissions (thousand metric tons)	**Metric tons**	**lbs**	**lbs/KWH**
Sulfur Dioxide*	0.5	500	1102311	0.00014244
Nitrogen Oxide	3	3,000	6613868	0.00085465
Carbon Dioxide	3,217	3,217,000	7.09E+09	0.91646576
Sulfur Dioxide (lbs/MWh)	*			
Nitrogen Oxide (lbs/MWh)	0.8			
Carbon Dioxide (lbs/MWh)	916			

* =Value is less than half of the smallest unit of measure (the smallest unit is 1, therfore the max possible would be 0.5).

Table D-1N GHG Emissions From Building Energy Use

Total Annual Fuel Use in Buildings			Emissions factors (lbs per unit of fuel)[1,2]			Emissions per year (tons)			CO2-e, Global Warming Potential (tons)[3]			Total	Total
Type	**Unit**	**Total**	**CO2**	**N2O**	**CH4**	**CO2**	**N2O**	**CH4**	**CO2**	**N2O**	**CH4**	**CO2-e**	**MTCO2-e**
Alternative 1													
Fuel Oil	MMBTU	4,255	161	0.001	0.02	342.52	0.002	0.04	342.52	0.66	0.89	344.07	312.07
Natural Gas	MMBTU	19,328	117	0	0.01	1,130.66	0.000	0.10	1,130.66	0.00	2.03	1,132.69	1,027.35
Electricity	KWH	4,930,378	0.728	0.000077	0.000014	1,794.66	0.190	0.03	1,794.66	58.84	0.72	1,854.23	1,681.78
			Total Annual Building Emissions			**3,267.83**	**0.192**	**0.17**	**3,267.83**	**59.50**	**3.65**	**3,330.98**	**3,021.20**
Alternative 2													
Fuel Oil	MMBTU	4,701	161	0.001	0.02	378.39	0.002	0.05	378.39	0.73	0.99	380.11	344.76
Natural Gas	MMBTU	21,293	117	0	0.01	1,245.64	0.000	0.11	1,245.64	0.00	2.24	1,247.88	1,131.83
Electricity	KWH	6,486,643	0.728	0.000077	0.000014	2,361.14	0.250	0.05	2,361.14	77.42	0.95	2,439.51	2,212.64
			Total Annual Building Emissions			**3,985.17**	**0.252**	**0.20**	**3,985.17**	**78.15**	**4.18**	**4,067.50**	**3,689.22**

[1]Natural Gas and Fuel Oil Factors from "A National Methodology and Emission Inventory for Residential Fuel Combustion," Bernd H. Haneke, May 1, 2003

[2]Electricity Factors from eGRID 2012 Version 1.0 Year 2009 GHG Annual Output Emissions Rates, NEWE.

[3]Global Warming Potential from IPCC 2007:

Table 4.7-1 Global Warming Potential For Greenhouse Gases

Greenhouse Gas	**Global Warming Potential** (relative to CO_2)
Carbon Dioxide (CO_2)	1
Methane (CH_4)	21
Nitrous Oxide (N_2O)	310

Table D-1O POV Emissions, All Alternatives, All Locations

Location/ Alternative	Number of Vehicles[2]	Change from Baseline	Miles per trip	Daily VMT[3]	Total Annual Miles[4]	Emission Factors (lbs/mi)[1] CO	NOx	VOC	SO2	PM10	PM2.5	CO2	CH4	Emissions (tpy) CO	NOx	VOC	SO2	PM	PM2.5	CO2	CH4
Navy Lodge																					
Baseline/No Action	0	0	0	0	0	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alternative 1	1309	1309	12	15,708	5,733,420	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	12.74	1.16	1.50	0.03	0.27	0.18	3166.46	0.13
Alternative 2	2619	2619	12	31,428	11,471,220	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	25.48	2.32	3.01	0.06	0.55	0.36	6335.33	0.26
Naval Hospital																					
Baseline/No Action	0	0	0	0	0	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alternative 1	1248	1248	12	14,976	5,466,240	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	12.14	1.11	1.43	0.03	0.26	0.17	3018.90	0.12
Alternative 2	1576	1576	12	18,912	6,902,880	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	15.33	1.40	1.81	0.04	0.33	0.22	3812.33	0.16
Tank Farms 1 and 2																					
Baseline/No Action	0	0	0	0	0	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alternative 1	2762	2762	12	33,144	12,097,560	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	26.87	2.45	3.17	0.06	0.58	0.38	6681.25	0.27
Alternative 2	3150	3150	12	37,800	13,797,000	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	30.65	2.79	3.62	0.07	0.66	0.43	7619.82	0.31
												501.0									
Midway Pier/Greene Lane																					

Location/ Alternative	Number of Vehicles[2]	Change from Baseline	Miles of Roadway	Daily VMT[4]	Total Annual Miles	Emission Factors (lbs/mi)[1] CO	NOx	VOC	SO2	PM10	PM2.5	CO2	CH4	Emissions (tpy) CO	NOx	VOC	SO2	PM	PM2.5	CO2	CH4
Existing Traffic																					
Defense Highway	5406		4	19,462	7,103,484	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	15.78	1.44	1.86	0.04	0.34	0.22	3923.12	0.16
Stringham Road	6246		1	6,246	2,279,790	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	5.06	0.46	0.60	0.01	0.11	0.07	1259.08	0.05
Total (Min Vehicles)	5406	0	5	25,708	9,383,274	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	20.84	1.90	2.46	0.05	0.45	0.29	5182.20	0.21
New Traffic																					
Alternative 1	5422	16	5	80	29,200	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	0.06	0.006	0.008	0.000	0.001	0.001	16.13	0.00
Alternative 2	5422	16	5	80	29,200	0.004442	0.000405	0.000525	0.000011	0.000095	0.000063	1.104562	0.000045	0.06	0.006	0.008	0.000	0.001	0.001	16.13	0.00
Totals for Each Alternative, all Locations														**Totals for Each Alternative, all Locations**							
Alternative 1					23,326,420									**Alternative 1**	51.81	4.72	6.12	0.13	1.11	0.73	12882.73	0.52
Alternative 2					32,200,300									**Alternative 2**	71.52	6.52	8.45	0.17	1.54	1.01	17783.61	0.72

Notes:

[1] Highest (Most Conservative) Emfac 2007 (version 2.3), Emission factors for On-Road Passenger Vehicles (<8500 lbs), year 2020, SCAQMD (Source: http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html)

[2] Based on trip generation estimates from *Traffic Impact Analysis for the Disposal and Reuse of Excess Parcels at the Naval Station Newport, Newport, Portsmouth, and Middletown, Rhode Island,* Pare Corporation, January 2013

[3] Assumes each trip is 12 miles, except for traffic estimates on Defense Highway, that only consider length of the roadway

[4] Assumes 365 daily trips per year

Highest (Most Conservative) Emfac 2007 (version 2.3)
Emission Factors for On-Road Passenger Vehicles & Delivery Trucks
Projects in the SCAQMD (Scenario Years 2020)
Derived from Peak Emissions Inventory (**Winter**, **Annual**, **Summer**)
Source: Accessed January 21, 2013 from http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html
Vehicle Class:
Passenger Vehicles (<8500 pounds) & Delivery Trucks (>8500 pounds)

The following emission factors were compiled by running the California Air Resources Board's EMFAC2007 (version 2.3) Burden Model, taking the weighted average of vehicle types and simplifying into two categories:
Passenger Vehicles & Delivery Trucks

These emission factors can be used to calculate on-road mobile source emissions for the vehicle categories listed in the tables below, by use of the following equation:

Emissions (pounds per day) = N x TL x EF

where N = number of trips, TL = trip length (miles/day), and EF = emission factor (pounds per mile)

This methodology replaces the old EMFAC emission factors in Tables A-9-5-J-1 through A-9-5-L in Appendix A9 of the current SCAQMD CEQA Handbook. All the emission factors account for the emissions from start, running and idling exhaust. In addition, the ROG emission factors include diurnal, hot soak, running and resting emissions, and the PM10 & PM2.5 emission factors include tire and brake wear.

Scenario Year: **2020**
All model years in the range 1976 to 2020

Passenger Vehicles (pounds/mile)		Delivery Trucks (pounds/mile)	
CO	0.00444247	CO	0.00799617
NOx	0.00040506	NOx	0.00831802
ROG	0.00052463	ROG	0.00122382
SOx	0.00001073	SOx	0.00002733
PM10	0.00009550	PM10	0.00035054
PM2.5	0.00006279	PM2.5	0.00027128
CO2	1.10456157	CO2	2.85148109
CH4	0.00004495	CH4	0.00005330

Defense Corridor/Stringham Road, Existing Vehicle Usage

	ADT	Miles	Daily VMT	Annual VMT	Emissions (tpy) CO	NOx	VOC	SO2	PM	PM2.5	CO2	CH4
Defense Corridor	5406	3.6	19,462	7,103,484	15.78	1.44	1.86	0.04	0.34	0.22	3923.12	0.16
Stringham Road	6246	1	6,246	2,279,790	5.06	0.46	0.60	0.01	0.11	0.07	1259.08	0.05
Total		4.6	25,708	9,383,274	20.84	1.90	2.46	0.05	0.45	0.29	5182.20	0.21

		Alt 1	Alt 2
	Total daily	1309	2619
AM peak hour	entering	18	37
	exiting	12	24
	Total	30	61
PM peak hour	entering	56	111
	exiting	58	116
	Total	114	227
	Total peak hours	144	288
	8 hours	1152	2304

Table D-1P Solar Calculations

Results from NREL "PVWATTS" online solar calculator
http://www.nrel.gov/rredc/pvwatts/grid.html

"PVWATTS v.2: AC Energy and Cost Savings"

Station Identification	
Cell ID:	273368
State:	Rhode Island
Lat (deg N):	41.73
Long (deg W):	-71.43
PV System Specifications	
DC Rating:	1000.0 kW
DC to AC Derate Factor:	0.77
AC Rating:	770.0 kW
Array Type: Fixed Tilt	
Array Tilt:	41.4
Array Azimuth:	180

"Energy Specifications"
"Cost of Electricity:","15.3 cents/kWh"

"Results"

Month		"Solar Radiation (kWh/m^2/day)"	"AC Energy (kWh)"	"Energy Value ($)"
	1	3.34	82,609	$ 12,656.52
	2	4.15	92,455	$ 14,165.03
	3	5.07	121,062	$ 18,547.91
	4	5.11	115,143	$ 17,641.06
	5	5.39	120,847	$ 18,514.97
	6	5.55	116,368	$ 17,828.74
	7	5.41	115,615	$ 17,713.37
	8	5.55	119,118	$ 18,250.07
	9	5.1	107,686	$ 16,498.57
	10	4.64	105,710	$ 16,195.83
	11	3.33	76,011	$ 11,645.65
	12	3.04	73,639	$ 11,282.23
Year		4.64	1,246,263	$ 190,939.96

D-2 Construction and Demolition Solid Waste Calculations

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Alt 1 Construction Waste Estimates -- Former Navy Lodge

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Retail building	0.7	30,500	1-story retail	273
Parking	0.8	34,800	145 parking spaces	not calculated
Access	0.3	13,100		not calculated
Total	**1.8**	**78,400**		**273**

Alt 1 Construction Waste Estimates -- Former Naval Hospital

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Hotel Restaurant (1st floor) Retail (1st floor)	1.3	169,800	3-stories, 120 rooms. Total area for the hotel under Alternative 1 is 169,800 square feet based on a total of three stories. 56,600 square feet at ground level (28,300 sq ft for restaurant and 28,300 sq ft for retail). Two stories of that will be hotel rooms. First floor is divided into retail and restaurant.	1,523
Access	1.3	56,600	Includes the existing road (Riggs Road) that bisects the site	not calculated
Parking	0.9	40,350	161 spaces	not calculated
Residential building	0.6	78,100	36 units total -- assumed 12 two-bedroom units per floor	708
Boat Storage Facility	0.03	1,300	To be located in former Chapel footprint	12
Floating Dock	0.03	1,300	2 floating docks -- each approx 8' x 90'	not calculated
Total	**15.3**	**347,450**		**2,243**

Alt 1 Construction Waste Estimates -- Tank Farms 1 and 2

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Light Industrial space	4.4	190,000	This is a combined total -- includes all areas of industrial at both Tank Farms 1 and 2. Area was derived from GIS digitization from the Redevelopment Plan, not from conversion from acreage figures.	1,704
Potential Solar Array	3.6	155,000	Area was derived from GIS digitization from the Redevelopment Plan, not from conversion from acreage figures.	not calculated
Office Space	2.5	110,000	Area was derived from GIS digitization from the Redevelopment Plan, not from conversion from acreage figures.	986
Parking	18.4	801,500	2,900 spaces which is inclusive of the 400 spaces called out at the multi-modal facility	not calculated
Access	2.2	95,800		not calculated
Total	**31**	**1,352,300**		**2,690**

Alt 1 Construction Waste Estimates -- Defense Highway Property

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Multi-use Pathway	1.10	47,900	12' wide paved path x 3.5 miles long; bituminous concrete	not calculated
Parking	0.30	13,070	52 spaces	not calculated
Restrooms	0.02	870		8
Pier	0.09	3,920	Concrete 15' w x 250' long. Assume some depth too.	35
Total	**67.00**			**43**
			total C&D Debris	5,249
			contingency (5%)	262
			grand total	**5,511**

Alt 2 Construction Waste Estimates -- Former Navy Lodge

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Retail building	0.7	61,000	Two stories of retail with 30,500 at ground level	547
Parking	1.1	47,900	185 parking spaces	not calculated
Access	0.3	13,100		not calculated
Total	**2.1**	**122,000**		**547**

Alt 2 Construction Waste Estimates -- Former Naval Hospital

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Hotel Restaurant (first floor of hotel) Retail (first floor of hotel)	1.3	169,800	3-stories, 120 rooms. Total area for the hotel under Alternative 1 is 169,800 square feet based on a total of three stories. 56,600 square feet at ground level (28,300 sq ft for restaurant and 28,300 sq ft for retail). Two stories of that will be hotel rooms. First floor is divided into retail and restaurant.	1,523
Parking	1.2	52,270	204 parking spaces	not calculated
Access	1.1	47,900	Includes the existing road (Riggs Road) that bisects the site	not calculated
Conference Center	0.2	8,500		76
Commercial building	0.6	26,000		233
Boat Storage Facility	0.03	1,300	To be located in former Chapel footprint	12
Yacht Club/Office	0.06	2,600	To be located in former Chapel footprint	23
Floating Docks	0.05	2,180	2 floating docks on the side of the pier (8' x 90' each) and one at the end of the pier (8' x 70') = 3 total	not calculated
Total	**15.3**	**310,550**		**1,867**

Alt 2 Construction Waste Estimates -- Tank Farms 1 and 2

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Light Industrial space	4.7	205,000	This is a combined total -- includes all areas of industrial at both Tank Farms 1 and 2.	1,838
Potential Solar Array	3.6	155,000	Area was derived from GIS digitization from the Redevelopment Plan, not from conversion from acreage figures.	not calculated
Office Space	3.2	137,600	Area was derived from GIS digitization from the Redevelopment Plan, not from conversion from acreage figures.	1,234
Parking	20.0	871,200	3,196 parking spaces	not calculated
Access	2.5	110,000		not calculated
Total	**34.0**	**1,478,800**		**3,072**

Alt 2 Construction Waste Estimates -- Defense Highway Property

Feature	Acreage	Sq Ft	Other notes	C&D Waste (cu yd)
Multi-use Pathway	1.10	47,900	12' wide paved path x 3.5 miles long; bituminous concrete	not calculated
Parking	0.60	26,100	107 spaces	not calculated
Restrooms	0.02	870		8
Pier	0.09	3,920	Concrete 15' w x 250' long. Assume some depth too.	35
Floating Pier	0.02	870	at end of pier - 8' w x 50' long. Assume some depth too.	not calculated
Total	**67.00**			**43**
			total C&D Debris	5,529
			contingency (5%)	276
			grand total	5,805

Demolition Waste Estimates -- Former Navy Lodge

Feature	Description	Material	Dimensions	Sq Ft	Other notes	calc'd vol of material of construction (cu yd)	C&D Waste (cu yd)		
Total									

Demolition Waste Estimates -- Former Naval Hospital

Feature	Description	Material	Dimensions	Sq Ft	Other notes	calc'd vol of material of construction (cu yd)	C&D Waste (cu yd)		
Building 1 (includes Buildings A72 and 1189)	Former hospital	brick, masonry, other		147,500			48,151		
Building 7	Housekeeping	assume masonry, other		4,500			1,469		
Building 45	Drug and Alcohol Rehabilitation	assume masonry, other		30,700			10,022		
Building 63	Garages	assume mix		450			147		
Building 993	Emergency generator building	assume masonry, other		875			286		
Quarters A and B	Officer housing	assume masonry, other		6,900			2,252		
Total							**62,327**		

Demolition Waste Estimates -- Tank Farms 1 and 2

Feature	Description	Material	Dimensions	Sq Ft	Other notes	calc'd vol of material of construction (cu yd)	C&D Waste (cu yd)	ACM pipe cover (sq ft)	ACM disposal (cu yd)
Tank Farm 1									
Tank 9	UST/OWS	concrete	145 ft x 127 ft x 22 ft tall (rectangular). 2.56-million-gal		assume 12 in thick w/ reinforcing	1,807	2,259		
Tank 10	UST/OWS	concrete	145 ft x 127 ft x 22 ft tall (rectangular). 2.56-million-gal		assume 12 in thick w/ reinforcing	1,807	2,259		
Tank 13	UST	steel	100 ft diameter, 20 ft tall 1.12-million-gallon		assume 3 inch thick to account for reinforcing steel	204	340		
Tank 14	UST	steel	100 ft diameter, 20 ft tall 1.12-million-gallon		assume 3 inch thick to account for reinforcing steel	204	340		
Tank 15	UST	steel	100 ft diameter, 20 ft tall 1.12-million-gallon		assume 3 inch thick to account for reinforcing steel	204	340		
Tank 16	UST	steel	100 ft diameter, 20 ft tall 1.12-million-gallon		assume 3 inch thick to account for reinforcing steel	204	340		
Tank 17	UST	steel	100 ft diameter, 20 ft tall 1.12-million-gallon		assume 3 inch thick to account for reinforcing steel	204	340		
Tank 18	UST	steel	100 ft diameter, 20 ft tall 1.12-million-gallon		assume 3 inch thick to account for reinforcing steel	204	340		
Building 30	Pump house	assume masonry, other		1,000	size is guesstimate		326		
Building 49	Foam pump house	assume masonry, other		896			292		
Building 199	Electrical distribution	assume masonry, other		1,000	size is guesstimate		326		
Building 1158	Valve house	assume masonry, other		176			57		
Building B60	ethyl blending plant	masonry, concrete		880			287		
Building S63	Pump house	assume masonry, other		448			146		
Fire suppression pump house	Pump house	assume masonry, other		1,000	size is guesstimate		326		
Underground OWS	OWS	concrete		500	size is guesstimate		163		
OWS/separation pit	OWS	concrete			ignore. Minor.		0		
Electric vault 2	transformer building	assume masonry, other		300	size is guesstimate		98		
Electric vault 3	transformer building	assume masonry, other		300	size is guesstimate		98		
Tank vaults		concrete			ignore. Size and number unknown.		0		
Ring drain system			10-in diam pipe		ignore. Length unknown. Surrounds each tank; provides hydrostatic lift		0		
Underground petroleum distribution piping		steel	Ranges from 12-in-diam to 24-in-diam. Assume 16-in diam.	10,971	Linear feet estimated by GIS. Assume 1/8 inch thick steel pipe and 2 inch thick ACM. Assume similar length for steam and condensate piping.	20	67	45955	142
total tank farm 1							**8,744**		

Underground petroleum distribution piping attributable to Tanks 9 and 10 and immediate surroundings		steel	assume 16-in diam.	1,000	Linear feet; estimated. Triple this to account for accompanying steam and condensate lines.	5	17	12566	39
end Tank Farm 1									
Tank Farm 2									
Tank 19	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 20	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 21	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 22	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 23	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 24	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 25	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 26	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 27	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 28	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Tank 29	UST	concrete	120 ft diameter, 35 ft tall 2.5-million-gal		assume 12 in thick w/ reinforcing	1,326	1,658		
Building 48	Former Navy fire station	assume mix		5,604			1,829		
Building 218	Electrical substation 19	assume masonry, other		144	size is guesstimate		47		
Building 219	Electrical distribution (transformer building)	assume masonry, other		144			47		
Building 220	(transformer building), vault 4	assume masonry, other		144	size is guesstimate		47		
Tank vaults		concrete			ignore. Size and number unknown.		0		
Ring drain system			10-in diam pipe		ignore. Length unknown. Surrounds each tank; provides hydrostatic lift		0		
Underground petroleum distribution piping		steel	Ranges from 12-in-diam to 24-in-diam. Assume 16-in diam.	5,788	Linear feet estimated by GIS. Assume 1/8 inch thick steel pipe and 2 inch thick ACM. Assume similar length for steam and condensate piping.	10	33	24245	75
total tank farm 2							**20,241**		
Total				**30,295**			**28,985**		

Demolition Waste Estimates -- Defense Highway Property

Feature	Description	Material	Dimensions	Sq Ft	Other notes	calc'd vol of material of construction (cu yd)	C&D Waste (cu yd)		
Building A105	storage building	assume mix		560			183		
Midway Pier	Fueling pier	concrete		13,283	Sq ft is footprint; assume 16 inches thick concrete laid on stone levee and the stone is to remain	700	875		
Total							**1,058**		
Underground steam line that runs along petroleum distribution piping			Unknown. Assume same as fuel distribution piping, which is 16-in diam.	19,000	Linear feet (3.6 mi of Defense Hwy property x 5,280 ft/mi)	30	100	79587	246
end Defense Hwy property									
					total C&D Debris		92,370		
					contingency (5%)		4,619		
					grand total		96,989		

Notes:
1. Demolition estimates and formulas do not account for the weight of heavy mechanical components in buildings.
2. These are order-of-magnitude estimates only, based on information at hand.
3. The highlighted cells represent the features that are intended to be demolished to accommodate the planned development. The demolition of other features is unknown.

Sources:

Cascadia Consulting Group. 2006. *Targeted Statewide Waste Characterization Study: Detailed Characterization of Construction and Demolition Waste.* Contractor's Report to the Board. California Environmental Protection Agency. Integrated Waste Management Board. June 2006.

EPA. 2009. *Estimating 2003 Building-Related Construction and Demolition Materials Amounts.* EPA 530-R-09-002. Office of Resource Conservation and Recovery. March 2009.

Townsend, Timothy, Ph.D. 2000. Converting C&D Debris from Volume to Weight. A Fact Sheet for C&D Debris Facility Operators. Florida Department of Environmental Protection. Hinkley Center for Solid and Hazardous Waste Management. March 2000.

Formulas and Factors -- New Construction				
Feature	**Formula**	**SF or Vol Multiplier**	**Notes**	
Retail Building	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction from EPA 2009 and weight to cy conversion from Townsend 2000	
Hotel	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Restaurant (first floor of hotel)	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Retail (first floor of hotel)	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Conference Center	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Commercial Building	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Residential Building	sf x 4.39 lbs/sf / 484 lbs/cy = cy	0.00907025	Residential construction from EPA 2009 and weight to cy conversion from Townsend 2000	
Boat Storage Facility	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Yacht Club/Office	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Pier	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Floating Pier				
Floating Dock				
Light Industrial Space	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Office Space	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	
Multi-use Pathway				
Restrooms	sf x 4.34 lbs/sf / 484lbs/cy = cy	0.00896694	Nonresidential construction	

Formulas and Factors -- Demolition				
Feature	**Description**	**Material**	**Formula**	**SF or Vol Multiplier**
Building 1	Former Hospital	Brick/Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 7	Housekeeping	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 45	Drug & Alcohol Rehabilitation	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 63	Garages	assume Mix	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 993	Emergency Generator	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Quarters A & B	Officer Housing	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Tank 9 - Tank 10	UST/OWS	concrete	(material volume / .8 for loaded waste volume)	1.25
Tank 13 - Tank 18	UST	steel	(material volume / .6 for loaded waste volume)	1.666666667
Building 30	Pump house	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 49	Foam pump house	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 199	Electrical distribution	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 1158	Valve house	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building B60	ehtyl blending plant	masonry, concrete	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building S63	pump house	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Fire suppression pump	pump house	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Underground OWS	OWS	concrete	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
OWS/Separation pit	OWS	concrete	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Electric Vault 2	transformer building	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Electric Vault 3	transformer building	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Tank Vaults		concrete	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
ring drain system		10-inch diameter pipe	(material volume / .3 for loaded waste volume)	3.333333333
Underground Petroleum Distribution System		assume 16-inch pipe	(material volume / .3 for loaded waste volume)	3.333333333
Tank 19 - Tank 29	UST	concrete	(material volume / .8 for loaded waste volume)	1.25
Building 48	Former Navy Fire Station	assume Mix	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 218	Electrical Substation 19	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building 219 & 220	Electrical distribution (transformer building)	assume Masonry, other	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Building A105	storage building	assume Mix	sf x (158 lbs/sf / 484 lbs/cy) = cy	0.326446281
Midway Pier	Fueling pier	concrete	(material volume / .8 for loaded waste volume)	1.25

Formulas and Factors -- Demolition (cont.)
Notes
Nonresidential demolition from EPA 2009 table 2-4 and weight to cy conversion from Townsend 2000
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
calculated volume / 80% factor for loaded waste volume based upon Engineer's experience.
calculated volume / 60% factor for loaded waste volume based upon Engineer's experience.
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
calculated volume / 30% factor for loaded waste volume based upon Engineer's experience.
calculated volume / 30% factor for loaded waste volume based upon Engineer's experience.
calculated volume / 80% factor for loaded waste volume based upon Engineer's experience.
nonresidential demolition
nonresidential demolition
nonresidential demolition
nonresidential demolition
calculated volume / 80% factor for loaded waste volume based upon Engineer's experience.

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D-3 Methodology and Assumptions for Water Supply and Wastewater Projections

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D-3 Methodology and Assumptions for Water Supply and Wastewater Projections

The assumptions used in determining the land use-specific multipliers for water and wastewater projections were obtained from *The Planner's Estimating Guide: Projecting Land-Use and Facility Needs* (Nelson 2004). The demand for treated water for domestic consumption takes into account the land needed to support major water system elements such as treatment plants; however, water lines are not included. The demand for wastewater treatment is considered along with land needed to support major system elements such as the treatment plant and land for irrigation; however, similar to water demand, wastewater demand does not take into account sewer lines (Nelson 2004).

Tables D-3A through D-3D provide a summary of all calculations for the land uses proposed under Alternatives 1 and 2.

Commercial Land Use

The most appropriate land use types were used to calculate the projected water demand for the various commercial land uses under Alternatives 1 and 2. Specific multipliers are discussed below.

Shopping Center

This land use type was used to calculate the projected water demand and wastewater generation for the retail use proposed at the former Navy Lodge and at the former Naval Hospital properties under both Alternatives 1 and 2. The multiplier for the shopping center land use water consumption is 125 gallons per day (gpd) per 1,000 square feet of space (or 0.125 gpd per square foot). The multiplier for wastewater generation is 119 gpd per 1,000 square feet of space (or 0.119 gpd per square foot). To project water consumption and wastewater generation under Alternatives 1 and 2, the shopping center multipliers were multiplied by the number of square feet of this land use proposed for the former Navy Lodge and former Naval Hospital surplus properties.

Example: Under Alternative 1, a total of 30,500 square feet of retail is proposed at the former Navy Lodge property. Applying the water consumption multiplier to the number of square feet, yields an estimate of the amount of water consumed by this land use following redevelopment.

30,500 square feet x 0.125 gpd per square foot = 3,813 gpd of water

Office

This land use type was used to calculate the projected water demand and wastewater generation for the conference center, commercial and yacht club/office proposed for the former Naval Hospital property under Alternative 2, and the office space at Tank Farms 1 and 2 under Alternatives 1 and 2. The multiplier for the office land use for water consumption is 125 gpd per 1,000 square feet of space (or 0.125 gpd per square foot). The multiplier for wastewater generation is 119 gpd per 1,000 square feet of space (or 0.119 gpd per square foot). To project water consumption and wastewater generation under Alternatives 1 and 2, the office multipliers were multiplied by the number of square feet of this land use proposed for the former Naval Hospital and Tank Farms 1 and 2 surplus properties.

Example: Under Alternative 1, a total of 110,000 square feet of office is proposed at Tank Farms 1 and 2. Applying the water consumption multiplier to the number of square feet, yields an estimate of the amount of water consumed by this land use following redevelopment.

110,000 square feet x 0.125 gpd per square foot = 13,750 gpd of water

Hotel/Motel
This land use type was used to calculate the projected water demand and wastewater generation for the hotel proposed for the former Naval Hospital property under both Alternatives 1 and 2. The multiplier for the hotel land use with restaurant was chosen, as this most accurately reflected the proposed land use at the former Naval Hospital. The multiplier for the hotel land use with restaurant for water consumption is 125 gpd per hotel unit. The multiplier for wastewater generation is 119 gpd per hotel unit. To project water consumption and wastewater generation under Alternatives 1 and 2, the hotel multipliers were multiplied by the one unit of this land use proposed for the former Naval Hospital property.

Example: Under Alternative 1, one hotel unit is proposed at the former Naval Hospital property. Applying the water consumption multiplier to the proposed hotel with restaurant unit, yields an estimate of the amount of water consumed by this land use following redevelopment.

1 hotel unit x 125 gpd per unit = 125 gpd of water

Industrial Land Use
The most appropriate land use types were used to calculate the projected water demand for the various industrial land uses under Alternatives 1 and 2. Specific multipliers are discussed below.

Light Industrial
This land use type was used to calculate the projected water demand and wastewater generation for the proposed light industrial uses for Tank Farms 1 and 2 under both Alternatives 1 and 2. The multiplier for the light industrial land use for water consumption is 25 gpd per employee; similarly, the multiplier for wastewater generation is 24 gpd per employee. To project water consumption and wastewater generation under Alternatives 1 and 2, the light industrial multipliers were multiplied by the total number of employees estimated for operation of this land use proposed for Tank Farms 1 and 2.

Example: Under Alternative 1, 170 employees are proposed for the light industrial land use at operation. Applying the water consumption multiplier to the proposed number of light industrial employees, yields an estimate of the amount of water consumed by this land use following redevelopment.

170 employees x 25 gpd per employee = 4,250 gpd of water

Car Wash
The car wash land use was assumed to be similar to the boat storage facility proposed under both Alternatives 1 and 2 for the former Naval Hospital. It was assumed that the boat storage facility would include an area (assumed to be one bay in size) for washing the boat surface prior to storage; however, because that area would not be in use year-round, only a quarter of the total allocation for the car wash land use was allocated as the multiplier.

The multiplier for the car wash land use for water consumption is 900 gpd per bay; one quarter of this multiplier is 225 gpd per bay. Similarly, 760 gpd per bay is the multiplier for the car wash land use for wastewater generation; one quarter of this multiplier is 190 gpd per bay. To project water consumption and wastewater generation under Alternatives 1 and 2, a one quarter fraction of the total multipliers for the car wash land use were multiplied by the one bay assumed to be included in the boat storage facility proposed at the former Naval Hospital.

Example: Under Alternative 1, one boat storage facility is proposed for the former Naval Hospital. Applying ¼ of the water consumption multiplier or 225 gpd per unit, yields an estimate of the amount of water consumed by this land use following redevelopment.

1 boat storage facility x 225 gpd per unit = 225 gpd of water

Residential Land Use

The residential land use proposed for only the former Naval Hospital under Alternative 1, consists of 36, 2-bedroom units. The multipliers provided in Nelson 2004 are split between apartments with less than (<) three bedrooms and those with more than (>) three bedrooms. Therefore, to project water consumption and wastewater generation under Alternative 1 for the former Naval Hospital, the multiplier for less than three bedrooms (180 gpd) was multiplied by the number of units.

Example: Under Alternative 1, 36 residential units are proposed for the former Naval Hospital. Applying the water consumption multiplier of 180 gpd per unit, yields an estimate of the amount of water consumed by this land use following redevelopment.

36 two-bedroom units x 180 gpd per unit = 6,480 gpd for water

Other/Recreation

The waterfront park proposed for the Defense Highway/Stringham Road Corridor property under Alternatives 1 and 2 would include public restrooms. Because there were no defined land use types in Nelson 2004 that fit the definition of a public restroom, the most similar land use type was chosen from the available land use type. This best fit land use type was a campground. The multiplier provided is based on a campground space which was assumed to be inclusive of at least three people for multiple uses per day. Therefore, it was assumed that one space would best correspond to the water and wastewater demand generated from approximately four restrooms and associated sinks.

To project water consumption and wastewater generation under Alternatives 1 and 2 for the shoreline park, the multiplier for one campground space was multiplied by the number of spaces.

Example: Under Alternative 1, one public restroom (comprised of four stalls and sinks) is proposed for the shoreline park. Applying the water consumption multiplier of 180 gpd per unit, yields an estimate of the amount of water consumed by this land use following redevelopment.

One space (public restroom) x 180 gpd per unit = 180 gpd for water

References:

Nelson, Arthur. 2004. *Planner's Estimating Guide: Projecting Land-Use and Facility Needs,* Chapter 8 Water and Wastewater Utility Land-Use Needs. Planners Press, American Planning Association.

Water Supply and Wastewater Demand Calculations

Alternative 1

WATER SUPPLY

Former Navy Lodge				
Feature	**Unit of Measure**	**Demand per unit**	**Water Demand (gpd)**	**Notes**
Retail	Square feet (30,500)	125	3,813	(Table 8-1) Shopping center, per 1,000 sq ft
		Total	**3,813**	

Former Naval Hospital				
Feature	**Unit of Measure**	**Demand per unit**	**Water Demand (gpd)**	**Notes**
Hotel	Room (120 total)	125	15,000	(Table 8-1) Per unit as a whole; based on hotel with restaurant
Retail	Square feet (28,300)	125	3,538	(Table 8-1) Shopping center, per 1,000 sq ft
Residential	Unit (36)	180	6,480	(Table 8-1) Per < 3 bedroom apartment
Boat storage facility	Unit	225	225	(Table 8-1) 1/4 of car wash allocation
		Total	**25,243**	

Tank Farms 1 and 2				
Feature	**Unit of Measure**	**Demand per unit**	**Water Demand (gpd)**	**Notes**
Light Industrial	Employee (170)	25	4,250	(Table 8-1) Light industrial; per employee (170 employees projected during operations)
Office Space	Square feet (110,000)	125	13,750	(Table 8-1) Per 1,000 sq ft
		Total	**18,000**	

Defense Highway/Stringham Road Corridor				
Feature	**Unit of Measure**	**Demand per unit**	**Water Demand (gpd)**	**Notes**
Waterfront Park (Restrooms)	Space (1)	180	180	(Table 8-1 campground - per space; used and assumed due to the space, it is inclusive of at least 3 people for multiple uses per day. Therefore, only one campground space for aprox. 4 restroom stalls and sinks)
		Total	**180**	

OVERALL ALT 1 TOTAL **47,236**

Source

Nelson, Arthur. 2004. Planner's Estimating Guide - Projecting Land Use and Facility Needs, Chapter 8.

WASTEWATER DEMAND

Former Navy Lodge				
Feature	**Unit of Measure**	**Demand per unit**	**Wastewater Flow (GPD)**	**Notes**
Retail	Square feet (30,500)	119	3,630	(Table 8-2) Shopping center, per 1,000 sq ft
		Total	**3,630**	

Former Naval Hospital				
Feature	**Unit of Measure**	**Demand per unit**	**Wastewater Flow (GPD)**	**Notes**
Hotel	Room (total 120)	119	14,280	(Table 8-2) Per unit as a whole; based on hotel with restaurant
Retail	Square feet (28,300)	119	3,368	(Table 8-2) Shopping center, per 1,000 sq ft
Residential	Unit (36)	162	5,832	(Table 8-2) Per < 3 bedroom apartment
Boat storage facility	Unit	190	190	(Table 8-2) 1/4 of car wash allocation
		Total	**23,670**	

Tank Farms 1 and 2				
Feature	**Unit of Measure**	**Demand per unit**	**Wastewater Flow (GPD)**	**Notes**
Light Industrial	Employee (170)	24	4,080	(Table 8-2) Light industrial; per employee (170 employees projected during operations)
Office Space	Square feet (110,000)	119	13,090	(Table 8-2) Per 1,000 sq ft
		Total	**17,170**	

Defense Highway/Stringham Road Corridor				
Feature	**Unit of Measure**	**Demand per unit**	**Wastewater Flow (GPD)**	**Notes**
Waterfront Park (Restrooms)	Space (1)	144	144	(Table 8-2 campground - per space; used and assumed due to the space, it is inclusive of at least 3 people for multiple uses per day. Therefore, only one campground space for aprox. 4 restroom stalls and sinks)
		Total	**144**	

OVERALL ALT 1 TOTAL **44,614**

Water Supply and Wastewater Demand Calculations

Alternative 2

WATER SUPPLY

Navy Lodge

Feature	Unit of Measure	Demand per unit	Water Demand (gpd)	Notes
Retail	Square feet (61,000)	125	7,625	(Table 8-1) Shopping center, per 1,000 sq ft
		Total	**7,625**	

Naval Hospital

Feature	Unit of Measure	Demand per unit	Water Demand (gpd)	Notes
Hotel	Room (120 total)	125	15,000	(Table 8-1) Per unit as a whole; based on hotel with restaurant
Retail	Square feet (28,300)	125	3,538	(Table 8-1) Shopping center, per 1,000 sq ft
Conference Center	Square feet (8,500)	125	1,063	(Table 8-1) Per 1,000 sq ft of office
Commercial	Square feet (26,000)	125	3,250	(Table 8-1) Per 1,000 sq ft of office
Boat storage facility	Unit	225	225	(Table 8-1) 1/4 of allocation of car wash
Yacht Club/Office	Square feet (2,600)	125	325	(Table 8-1) Per 1,000 sq ft of office
		Total	**23,400**	

Tank Farms 1 and 2

Feature	Unit of Measure	Demand per unit	Water Demand (gpd)	Notes
Light Industrial	Employees (198)	25	4,950	(Table 8-1) Light industrial; per employee (198 employees projected at operation)
Office Space	Square feet (137,600)	125	17,200	(Table 8-1) Per 1,000 sq ft
		Total	**22,150**	

Defense Highway/Stringham Road Corridor

Feature	Unit of Measure	Demand per unit	Water Demand (gpd)	Notes
Waterfront Park (Restrooms)	Space (1)	180	180	(Table 8-1) campground - per space; used and assumed due to the space, it is inclusive of at least 3 people for multiple uses per day. Therefore, only one campground space for aprox. 4 restroom stalls and sinks.
		Total	**180**	

OVERALL ALT 2 TOTAL **53,355**

WASTEWATER DEMAND

Navy Lodge

Feature	Unit of Measure	Demand per unit	Wastewater Flow (gpd)	Notes
Retail	Square feet (61,000)	119	7,259	(Table 8-1) Shopping center, per 1,000 sq ft
		Total	**7,259**	

Naval Hospital

Feature	Unit of Measure	Demand per unit	Wastewater Flow (gpd)	Notes
Hotel	Room (total 120)	119	14,280	(Table 8-2) Per unit as a whole; based on hotel with restaurant
Retail	Square feet (28,300)	119	3,368	(Table 8-1) Shopping center, per 1,000 sq ft
Conference Center	Square feet (8,500)	119	1,012	(Table 8-2) Per 1,000 sq ft of office
Commercial	Square feet (26,000)	119	3,094	(Table 8-2) Per 1,000 sq ft of office
Boat storage facility	Unit	190	190	(Table 8-2) 1/4 of allocation of car wash
Yacht Club/Office	Square feet (2,600)	119	309	(Table 8-1) Per 1,000 sq ft of office
		Total	**22,253**	

Tank Farms 1 and 2

Feature	Unit of Measure	Demand per unit	Wastewater Flow (gpd)	Notes
Light Industrial	Employees (198)	24	4,752	(Table 8-2) Light industrial; per employee (198 employees projected at operation)
Office Space	Square feet (137,600)	119	16,374	(Table 8-2) Per 1,000 sq ft
		Total	**21,126**	

Defense Highway/Stringham Road Corridor

Feature	Unit of Measure	Demand per unit	Wastewater Flow (gpd)	Notes
Waterfront Park (Restrooms)	Space (1)	144	144	(Table 8-2) campground - per space; used and assumed due to the space, it is inclusive of at least 3 people for multiple uses per day. Therefore, only one campground space for aprox. 4 restroom stalls and sinks.

OVERALL ALT 2 TOTAL **50,782**

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D-4 Methodology and Assumptions for Impervious Surface Area Projections

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D-4 Methodology and Assumptions for Impervious Surface Area Projections

The total impervious surface areas that would result from the implementation of Alternative 1, Alternative 2, and the No Action Alternative were projected using the areas provided in Chapter 2, Section 2.2 Identification of Alternatives. These areas were based upon the Redevelopment Plan. The total impervious surface area includes existing and potential new surface areas (i.e., buildings, structures, parking lots, roadways, and sidewalks) resulting from redevelopment. GIS analysis using aerial photography was used to calculate existing impervious surface areas.

The impervious surface area projections are used only for planning and assessment purposes and should not be interpreted as an absolute definition of future conditions upon full build-out of either Alternative 1 or Alternative 2. The final build-out of the surplus property is subject to many variables outside of the Navy's and developers' control, including future market conditions, changes to local and state land use regulations, and other development factors.

The projected total impervious surface area for each alternative at each surplus property is presented in Tables D-4A and D-4B.

Impervious Surface Area Calculations

Alternative 1

Surplus Property	Existing Impervious Surface (sq ft)	Build-out Projections for Impervious Surface (sq ft)	% Change from Existing
Navy Lodge			
Retail	608	30,500	12,795
Parking		34,800	
Access		13,100	
Total		**78,400**	
Naval Hospital			
Hotel	187,310	56,600	4
Access		56,600	
Parking		40,350	
Residential		26,033	
Park Path		4,360	
Boat Storage Facility		1,300	
Pier		8,700	
Floating Dock		1,300	
Total		**195,243**	
Tank Farms 1 and 2			
Light Industrial	588,000	190,000	130
Potential Solar Array		155,000	
Office Space		110,000	
Parking		801,500	
Access		95,800	
Total		**1,352,300**	
Defense Highway/Stringham Road Corridor			
Multi-use Pathway	95,870	39,200	-41
Parking		13,070	
Restrooms		870	
Playground		1,740	
Picnic Area		1,300	
Pier		0	
Total		**56,180**	

Impervious Surface Area Calculations

Alternative 2

Surplus Property	Existing Impervious Surface (sq ft)	Build-out Projections for Impervious Surface (sq ft)	% Change from Existing
Navy Lodge			
Retail	608	30,500	14,949
Parking		47,900	
Access		13,100	
Total		**91,500**	
Naval Hospital			
Hotel	187,310	56,600	12
Conference Center		8,500	
Access		47,900	
Parking		52,270	
Commercial		26,000	
Park Path		4,360	
Boat Storage Facility		1,300	
Yacht Club/Office		2,600	
Pier		8,700	
Floating Dock		2,180	
Total		**210,410**	
Tank Farms 1 and 2			
Light Industrial	588,000	205,000	151
Potential Solar Array		155,000	
Office Space		137,600	
Parking		871,200	
Access		110,000	
Total		**1,478,800**	
Defense Highway/Stringham Road Corridor			
Multi-use Pathway	95,870	39,200	-20.1
Parking		26,100	
Restrooms		870	
Playground		4,350	
Picnic Area		1,300	
Pier		3,920	
Floating Dock		870	
Total		**76,610**	

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E Asbestos, Lead-Based Paint, and PCB Inspection Summary Report

The Executive Summary is provided in this appendix and the full report is available upon request by contacting BRAC PMO East.

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ASBESTOS AND HAZARDOUS MATERIALS SURVEY REPORT

for the

NAVAL STATION NEWPORT
NEWPORT, RHODE ISLAND

Prepared for:

ecology and environment, inc.
Global Environmental Specialists

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Submitted to:

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Prepared by:

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1992 - 2012

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December 16, 2013

EXECUTIVE SUMMARY

YU & Associates (YU) served as an environmental sub-consultant to Ecology and Environment, Inc. (E&E) for the performance of hazardous materials investigation within surplus properties at Naval Station Newport (Newport Naval Complex or NAVSTA), in support of the Environmental Impact Statement (EIS) for the Disposal and Reuse of Surplus Property at Naval Station Newport. These facilities included the former Naval Hospital and other buildings in Naval Station Newport and Tank Farms 1 and 2 in Portsmouth, Rhode Island (RI). The scope of work included review of previous reports, Asbestos-Containing Materials (ACM) and Lead-Based Paint (LBP) investigations of buildings' interiors and exteriors, selective soil sampling and testing for lead, and testing of caulking and glazing materials for polychlorinated biphenyls (PCBs).

Project Site

In-scope buildings and structures within the Naval Station Newport include:

- Building 1: Former Naval Hospital (three-stories and basement; approximately 147,500 square feet (SF)
- Building 45: Drug and Alcohol Rehabilitation (two stories, basement and attic; approximately 37,000 SF);
- Building 7: Housekeeping (two stories; approximately 4,800 SF);
- Building 993: Emergency Generator (one story; approximately 1,400 SF);
- Quarters A & B: Housing Units (two stories; basement, crawl space, approximately 3,900 SF each)
- Building 63: Detached Garage (approximately 420 SF);
- Building 72: Public Works Electrical Room and Storage (one story; approximately 480 SF);
- Pier 71: Berthing Pier (approximately 6,300 SF).

In-scope buildings and structures within Tank Farm 1 include:

- Building 199: Electrical Distribution Building/Shelter (one story; approximately 14,780 SF).

In-scope buildings and structures within Tank Farm 2 include:

- Building 48: Fire Station Facility (two stories and basement; approximately 5,600 SF);
- Building 219: Utility Building-Electrical Distribution (approximately 150 SF); and
- Building A105: Public works Maintenance Storage (one story; approximately 560 SF).

Fieldwork Summary

Fieldwork was conducted in accordance with the Naval Station Newport, Rhode Island, Hazardous Materials Work Plan dated, January 14, 2013 and accepted by the installation, April 5, 2013. The site-specific Health and Safety Plan dated December 14, 2012 was accepted by the installation on April 4, 2013. Both documents were prepared by YU and reviewed and accepted for compliance and consistency with the scope of work by E&E. The YU team, comprised of licensed personnel, performed hazardous materials inspections from April 10 to April 17, 2013. Inspection activities were conducted in compliance with applicable regulations, standards, and generally accepted environmental and safety practices at the above referenced facilities. The investigation included the collection of 342 samples of suspected asbestos materials, field screening of paint using an X-Ray Fluorescence (XRF) device for the presence of lead, collection of 11 paint chip samples from paints with inconclusive results as analyzed by XRF, collection of 10 composite soil samples for lead content analysis, and collection of 6 composite samples of caulk from facility window glazing and sealants for PCBs analysis. Sample analyses were performed by EMSL Analytical, Inc. (EMSL) in Cinnamon, NJ, a laboratory currently certified by the National Institute of Standards and Technology, National Voluntary Laboratory Accreditation Program (NVLAP) Code 101048-9.

Asbestos Investigation and Findings

The asbestos inspection was conducted on a floor-by-floor and area-by-area basis. Samples of suspect ACM were placed in homogeneous groups and analyzed using polarized light microscopy (PLM) and/or transmission electron microscopy (TEM) methods and determined to either be asbestos-containing or not. A material is considered to be asbestos-containing if it contains greater than (>) 1% of asbestos (National Emission Standards for Hazardous Air Pollutants (NESHAP) 40 CFR Part 61). Descriptions of suspect materials, locations, photographs and sample numbers were collected and correlated with laboratory analytical test results to generate estimated quantities of various ACM. Per the scope of work, no extensive destructive sampling was performed during the site survey and sampling.

ACM was identified in all buildings included in the survey, as described within Section 2.2 of this report. ACM included floor tiles, linoleum, wall and ceiling plaster, floor tiles, window glazing and caulking, pipe and insulation, cable and electrical wiring insulation, transite ceiling panels, and roof flashing, among others. While YU identified select materials that are ACM positive, assumed to contain ACM, and confirmed to be non-ACM, additional concealed ACM might be present on-site.

To protect human health and the environment, YU recommends that if ACM shall be disturbed by proposed demolition or restoration work, then proper asbestos abatement procedures be implemented prior to work in accordance with applicable federal, state and local regulations. This includes:

1. Filing the project with appropriate agencies with jurisdiction (e.g. Environmental Protection Agency (EPA), Rhode Island Department of Health).
2. Developing specifications and a schedule for ACM abatement.
3. Retaining an independent testing laboratory to monitor air for possible asbestos contamination before, during, and after abatement work (complete with record keeping).
4. Stopping work immediately upon encountering and concealed suspect material and utilizing a certified inspector to investigate.
5. Hiring a licensed abatement contractor to perform abatement of friable and non-friable ACM.

Recommendations for ACM handling and removal are described in Section 2.3.

Lead Investigation and Findings

The lead investigation was designed to address two possible concerns: presence of lead in paint on interior and exterior surfaces and presence of lead in soils around buildings.

Investigation of Lead Paint

The lead paint inspection was performed by 1) using an XRF device to screen painted surfaces, and 2) collecting and analyzing paint chip samples for surfaces that came up inconclusive with XRF screening (within a range of 0.9-1.0 mg/cm2).

Identified lead concentrations in paints were compared to: 1) The Navy Policy and Guidelines presented in the Facilities Management Guide for Asbestos and Lead Technical Report TR-22554-ENV and 2) Federal standards. Most tested paints exceeded the Navy guidelines restricting lead content to less than 0.06% lead by weight. Federal regulation 40 CFR Part 745 Lead defines LBP as paint with lead concentrations above 1.0 mg/cm^2 or 0.5% lead by weight. Comparing XRF results to federal standards, LBP was identified in Building 1, Building 45, Building 7, Quarters A & B, Building 63, Building 72, Pier 71, Tank Farm 1 – Building 199, Tank Farm 2 – Building 48 and Building A105. No LBP was identified in Building 993 and Tank Farm 2 – Building 219. Of the paint chip samples tested, LBP samples were identified in Building 1 and Quarters B. Details of sample collection and LBP results by facility are included in Section 3.2 of this report.

To protect human health and the environment, YU developed LBP abatement recommendations. Specifically:

1. Any disturbances to these surfaces shall be treated as a potential lead hazard to workers in accordance with 29 CFR 1926.62 (Lead Exposure in Construction) and, since there is no safe level of lead in paint, work protection should be required during building demolition or renovation.
2. For any abatement work, clean-up should be performed under High Efficiency Particulate Air (HEPA) vacuuming.
3. Construction demolition debris shall be tested by Toxicity Characteristics Leachate Procedures (TCLP). If the analytical results are below the threshold level of 5 mg/L of lead, the debris shall be disposed of as a construction waste. If the analytical results exceed the TCLP threshold limit, then the debris should be considered as hazardous in nature and disposed at a licensed "landfill" facility.

Investigation of Lead in Soils around Building Perimeters

The lead in soils around building perimeters investigation was performed by collecting and analyzing composite soil samples from shallow depths (0 to 0.5 ft below ground surface) within bare soil/grassy areas. The sampling was performed in accordance with the United States Development of Housing and Urban Development (HUD) Guidelines and EPA Document for Residential Sampling for Lead: Protocols for Dust and Soil Sampling. Eight samples were collected close to in-scope buildings in areas where lead based paint peelings and chips were located in the vicinity of building drip lines. Two reference samples were collected approximately 130 to 200 feet away from building perimeters in areas without visible evidence of lead paint contamination. No soil sampling was performed surrounding Building 993, Building 63, Building 72, or Pier 71 because these structures were surrounded by asphalt. No soil sampling was performed at Tank Farm 1 – Building 199 due to its being surrounded by asphalt and vegetative cover that made soil inaccessible. No sampling was performed at Tank Farm 2 – Buildings 219 or A105 due to presence of vegetation.

Samples were sent to the laboratory for analysis and results were compared to EPA Bare Soil-Lead Hazard Identification criteria as well as Rhode Island Department of Environmental Management Residential and Commercial/Industrial Standards for lead in soils as discussed in Section 3.3 of this report. Both reference soil samples were below EPA and state guidelines. Seven of eight other soil samples collected (from Building 1, Building 45, Building 7, Quarters A & B, and Tank Farm 2-Building 48) exceeded residential and commercial/industrial state direct exposure criteria. One sample from the east perimeter of the southeast wing of Building 1, one sample from Building 45, and one sample from Building 48 exceed the EPA hazard standard for bare soil. Two samples from Building 1, one sample from Building 7, and one sample from Quarters A & B were within the EPA Level of Concern range. One sample from Building 1 within the courtyard between the southeast and southwest wings were at the EPA no action level.

YU provides the following recommendations to address presence of lead in soils:

1. Additional soils sampling to delineate areas of concern for lead in soil.
2. Removal and disposal of, or placement of permanent cover/barrier over, soil with concentrations of lead within the EPA hazard standard level of concentrations greater than 1,200 ppm.
3. Covering of soil with lead concentrations between 400 and 1,200 ppm by clean soil.

Polychlorinated Biphenyls (PCBs) Fieldwork and Findings

YU collected composite and grab samples of potentially PCB containing window caulking and glazing from Buildings 1, 7, and 48. YU recorded descriptions of materials, locations of sampling, and collected photographs for correlation with laboratory results. Samples were sent to a laboratory for analysis and then compared to the EPA definition of PCB bulk product waste in 40 CFR 761.3. No PCBs were detected by laboratory analysis in the caulking and glazing samples collected by YU.

Hazardous Materials Disclosure

YU reviewed the Federal Property Management Regulations 41 CFR 102-75.335 and BRAC Policy to identify regulations and guidelines for transferring properties with ACMs. Based on a review of this information, the Navy is required to disclose all knowledge of ACM at the surplus property to any property

bidders or transferees. This report should be provided to parties interested in the surplus property and will serve as the means of disclosure. As included in the Federal Property Management Regulations, any bidders on the surplus property should be provided with a "Notice of Presence of Asbestos-Warning;" this notice can be found in 41 CFR 102-75.335.

Based on the Residential Lead-Based Paint Hazard Reduction Act of 1992, Title X, the seller must disclose any known information concerning LBP or LBP hazards. The seller or landlord must also disclose information such as the location of the LBP and/or LBP hazards, and the condition of the painted surfaces and provide any records and reports on LBP and/or LBP hazards which are available to the seller or landlord (for multi-unit buildings, this requirement includes records and reports concerning common areas and other units, when such information was obtained as a result of a building-wide evaluation). This report should be provided to parties interested in the surplus property and will serve as the means of disclosure.

This report may provide a potential buyer with the information on presence of hazardous materials within the facilities.

Conclusions

ACM and LBP have been found within the buildings and structures included in the Naval Station Newport surplus properties hazardous materials investigation performed by YU. Lead has also been detected in soils around building perimeters above state residential and commercial/industrial direct exposure criteria. No PCBs were detected in this investigation. Recommendations to address these findings are included in Sections 2.3 and 3.4.