

# EIS for the Disposal and Reuse of Surplus Property at NAVSTA Newport Base Realignment and Closure (BRAC) and the National Environmental Policy Act (NEPA)



## Base Realignment and Closure (BRAC)

Base Realignment and Closure is the congressionally authorized process used by the Department of Defense to reorganize base structures to more efficiently support our forces, increase operational readiness, and facilitate new ways of doing business.

More than 350 installations have been closed in four BRAC rounds since 1989, with the most recent round completed in September 2011.

## BRAC and Naval Station (NAVSTA) Newport

In accordance with the recommendations of the 2005 BRAC Commission, NAVSTA Newport was realigned.

As a result of this realignment the Navy has declared 158 acres within four non-contiguous properties to be surplus to the needs of the federal government. The Navy intends to transfer these four properties, and a redevelopment plan was prepared by the local community.

The surplus properties include the former Navy Lodge, former Naval Hospital, Tank Farms 1 and 2, and the Midway Pier/Greene Lane.

## Why prepare an Environmental Impact Statement (EIS)?

An Environmental Impact Statement (EIS) is a study that assesses the potential environmental impacts that can result from a major federal action and is a requirement under the National Environmental Policy Act (NEPA).

For the transfer and redevelopment of the surplus properties at NAVSTA Newport, the EIS studied both environmental and socioeconomic impacts. The *Redevelopment Plan for Surplus Properties at NAVSTA Newport* (Redevelopment Plan) is the preferred alternative for redevelopment; however, the Navy is required by NEPA to examine impacts from more than just one reuse alternative as well as a no action alternative.

The Navy will not decide final land reuse. The future property owners will need to work through the local approval process for final land use development. The EIS will provide information that the local communities can use to implement the Redevelopment Plan.

Transfer and redevelopment of the property cannot begin until the NEPA process is complete, which ends with the publication of a Record of Decision (ROD).

The steps of the EIS process are outlined on the back of this factsheet.

## How does the property transfer process work?

The property transfer and redevelopment process consists of a series of concurrent activities that can be subdivided into the following three phases:

### PHASE 1: Base Redevelopment and Planning

Transfer and redevelopment planning requires the completion of numerous activities, most of which are specified by law. This phase began on November 9, 2005, when the recommendation to realign NAVSTA Newport became law. The next step was offering the four properties to other federal agencies.

No federal agencies were interested in the surplus properties; therefore, the property was entered into the surplus property decision-making process.

### PHASE 2: Surplus Property Decision Making

This phase includes the Local Redevelopment Authority's (LRA's) redevelopment planning. On May 25, 2010, the Aquidneck Island Reuse Planning Authority (AIRPA) was established as the LRA to prepare the redevelopment plan for the property. The Redevelopment Plan was adopted on August 8, 2011.

Following adoption of the redevelopment plan, the Navy began the NEPA process, in this case, the preparation of an EIS. The Navy has worked closely with the community and local and state agencies in preparing the EIS.

The Navy has prepared a Draft EIS and the public is invited to provide comments.

### PHASE 3: Property Transfer

Following the EIS process, the Navy issues its final transfer decision and the redevelopment process enters the implementation phase. This phase includes the Navy's transfer of surplus property.

In transferring the property, the Navy will use conveyance authorities established by federal law. Any property transfers require consistency with the redevelopment plan prepared by the AIRPA and will be subject to zoning and other land use controls and restrictions that might be placed on the property by the municipalities of Portsmouth, Middletown, and/or Newport.



# The EIS Process

The EIS Process includes the following steps:

**Notice of Intent (NOI): A required notice that announces the Navy's intent to prepare an EIS**

The NOI formally opens the public scoping process. It is published in the *Federal Register* and provides basic information on the Proposed Action in preparation for the scoping process.

**Scoping: An early and open process for determining the scope of issues to be addressed in the EIS**

Federal, state, and local expert agencies and members of the public are encouraged to provide comments on issues that need to be addressed in the EIS. Scoping is conducted over a period of 30 days.

**Draft EIS: Documents the methodology, analysis, and findings of the EIS**

The Draft EIS is also supported by various environmental studies, which can include wetland surveys, cultural resource investigations, a noise study, and/or a traffic study.

**Notice of Availability (NOA): A formal notice placed in the *Federal Register* announcing that a Draft EIS or a Final EIS is available for review**

The Navy also publishes the NOA in local newspapers in the area of the Proposed Action.

**Public Comment: The Draft EIS is made available for public review and comment for a minimum of 45 days**

Federal, state, and local agencies, as well as interested members of the public, are invited to comment on the Draft EIS. The Navy will generally hold public meetings to receive comments.

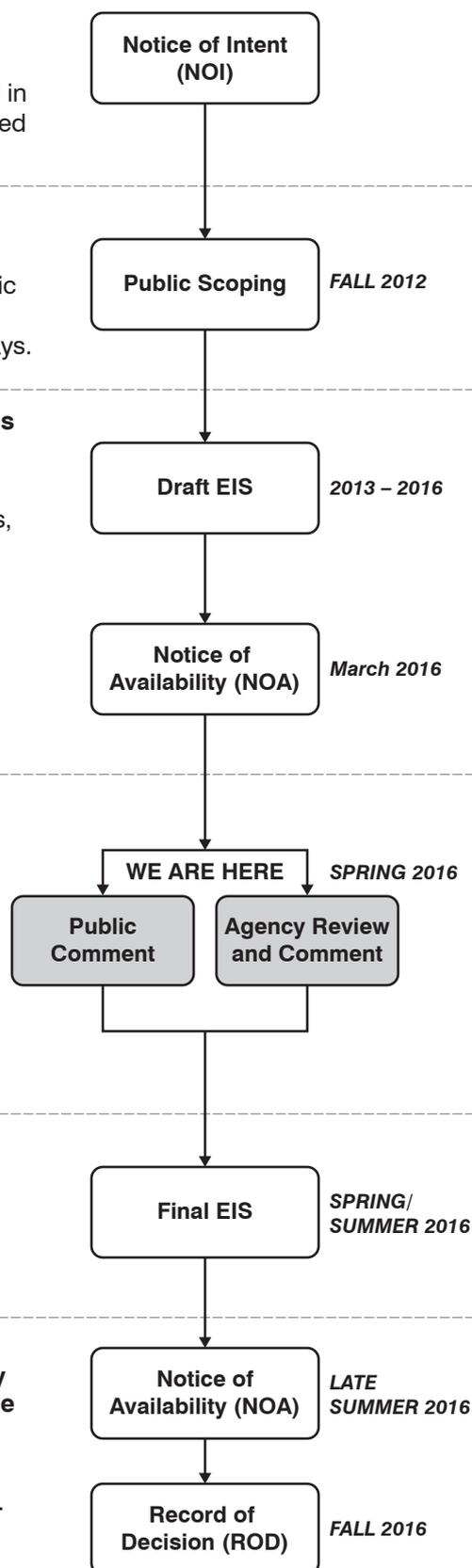
An announcement of the public meetings is usually published with the NOA of the Draft EIS. Agencies and members of the public may also provide written comments.

**Final EIS: The Final EIS documents comments received on the Draft EIS and includes a response to relevant comments**

Responses may include modifying or developing new alternatives to the Proposed Action; supplementing, improving, or modifying the analysis; and other corrections to the EIS.

**Record of Decision (ROD): The formal record of the decision reached on the Proposed Action by the Secretary of the Navy or his/her designee, published a minimum of 30 days after the NOA of the Final EIS**

The ROD is published in the *Federal Register*, and copies are provided to agencies, organizations, and individuals, as requested. The ROD completes the EIS process.



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# EIS for the Disposal and Reuse of Surplus Property at NAVSTA Newport

## The Endangered Species Act Section 7 Process

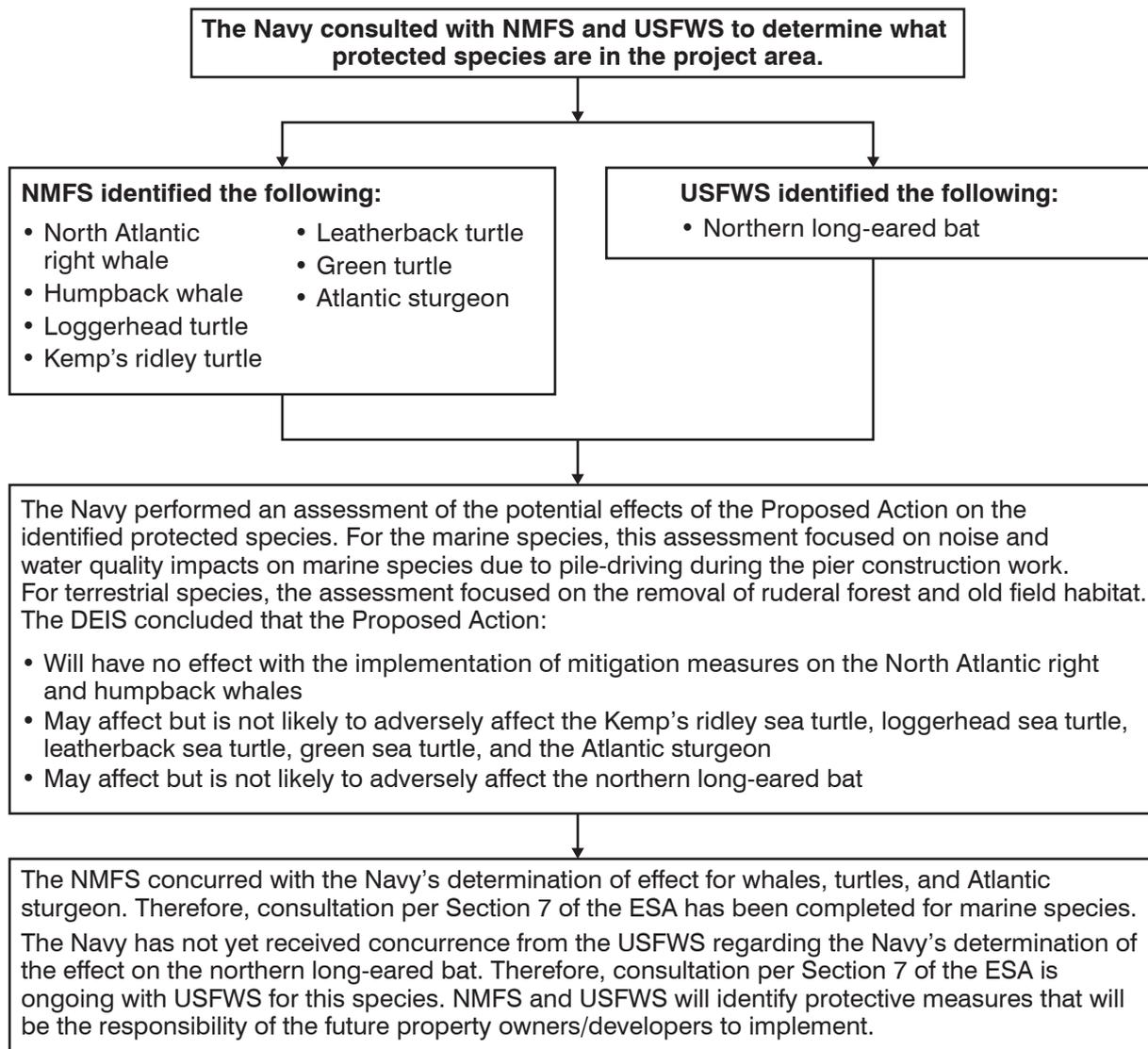


The Endangered Species Act (ESA) directs all federal agencies to work to conserve threatened and endangered species. Section 7(a)(2) of the ESA requires federal agencies to ensure that any action they authorize does not jeopardize the continued existence of a threatened or endangered species or designated or proposed critical habitat.

**Critical habitat:** Specific geographic areas that are determined to be essential for the conservation and management of ESA-listed species and that have been formally described in the *Federal Register*.

For a BRAC project like this one, the Navy must consult with the National Marine Fisheries Service (NMFS) for marine species and the U.S. Fish and Wildlife Service (USFWS) for terrestrial and some marine species before taking any property disposal action that may affect a listed threatened or endangered species or designated critical habitat. While the transfer of property does not by itself adversely affect listed species, reuse of the property may. Therefore, the mandatory consultation process for the ESA will identify the species that are likely to be present on the property, habitat has been designated as critical, reuse actions that are likely to result in an adverse effect, and mitigation measures that may be necessary to avoid or minimize adverse impacts on listed species.

### How is the Navy complying with Section 7 for this project?



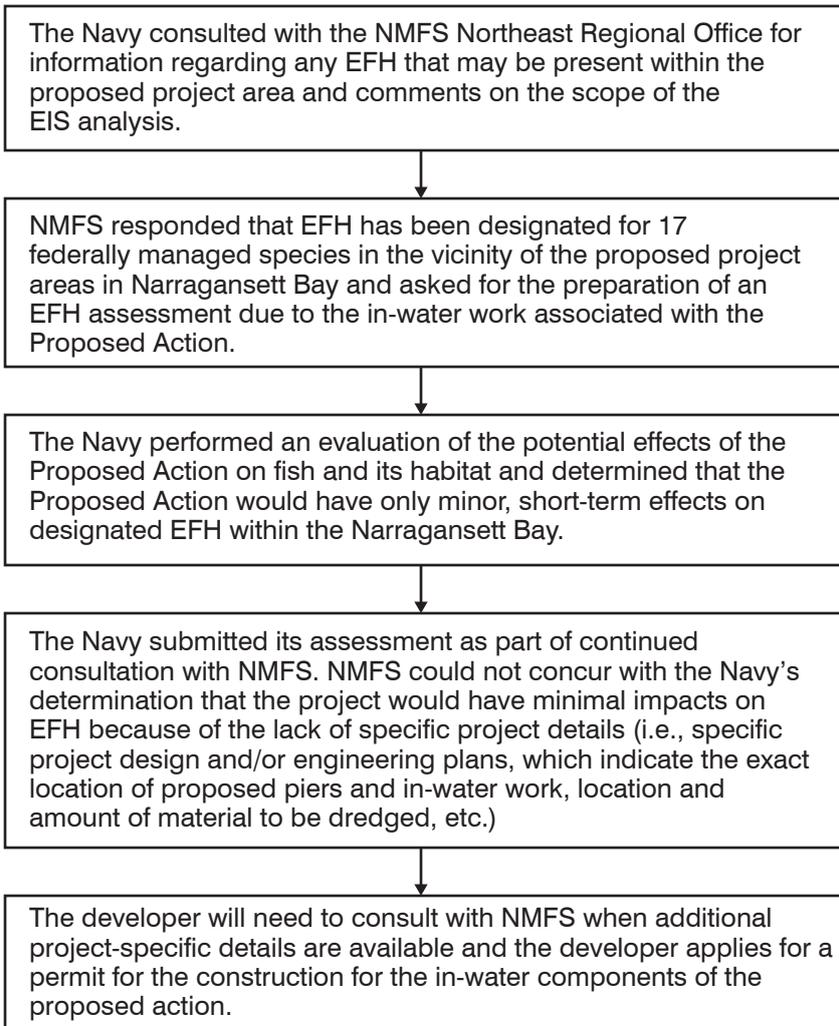
# Magnuson-Stevens Fishery Conservation and Management Act and Essential Fish Habitat



The Magnuson-Stevens Fishery Conservation and Management Act (MSA) is the primary law governing marine fisheries management in United States federal waters. Section 305 of the MSA requires federal agencies to consult with NMFS on activities that may adversely affect essential fish habitat (EFH).

**Essential fish habitat (EFH)** means those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.

## How is the Navy complying with the MSA for this project?



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# EIS for the Disposal and Reuse of Surplus Property at NAVSTA Newport

## The Section 106 Process



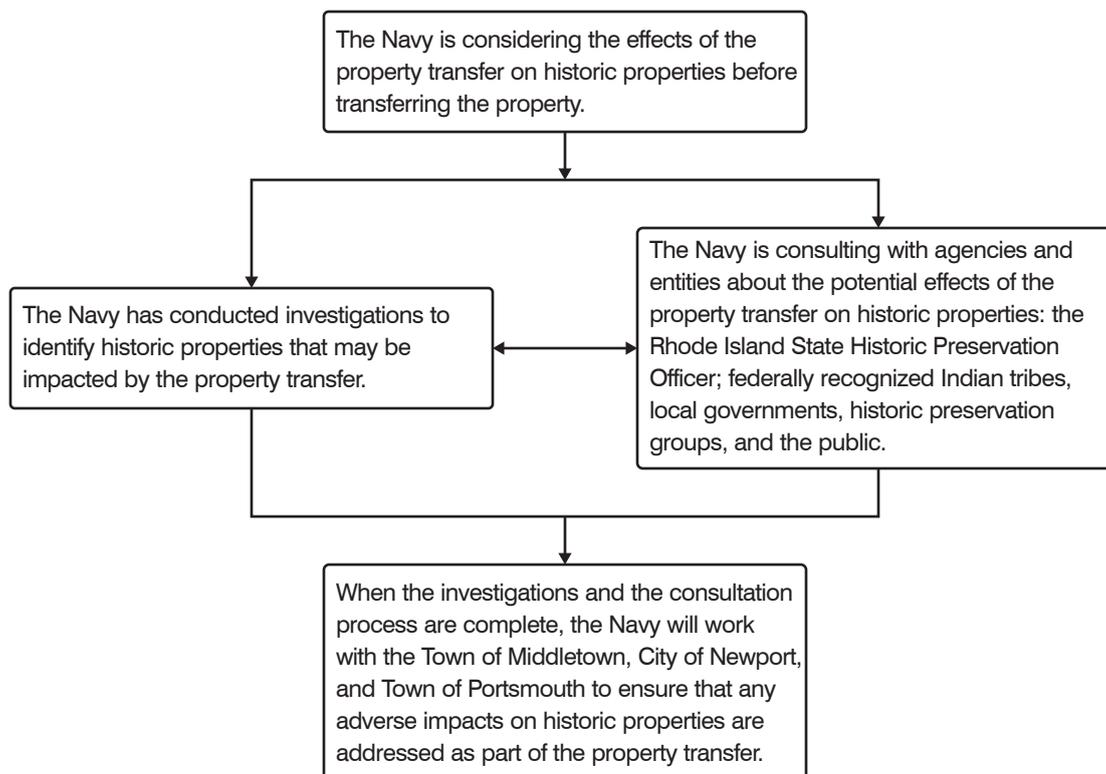
**Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires the Navy to consider the effects of an undertaking such as property transfer on historic properties before the property is transferred.**

- Historic properties are cultural resources that are listed or eligible for listing in the National Register of Historic Places (NRHP).
- Cultural resources include historic buildings, historic structures, archaeological sites, and shipwrecks.
- Compliance with the National Environmental Policy Act (NEPA) requires the Navy to demonstrate that the project is also in compliance with Section 106 of the NHPA.

### Public Participation in the Section 106 Consultation Process

- You are invited to comment on information, concerns, or issues about historic properties in the project area or that may be affected by the property transfer.
- Your input will assist the Navy in considering the potential effects of the property transfer on historic properties, in accordance with Section 106 of the NHPA.

### How is the Navy complying with Section 106 of the NHPA?



### Public Comments

Please provide us with your comments on historic properties. To be most helpful, comments should be as specific as possible.

### For More Information

If you have questions regarding the information on this factsheet, please contact Darrell Cook, Architectural Historian at Naval Facilities Engineering Command (NAVFAC) Atlantic, [darrell.e.cook@navy.mil](mailto:darrell.e.cook@navy.mil), or 757-322-4282.



## Redevelopment Alternatives for the Environmental Impact Statement (EIS) for the Disposal and Reuse of Surplus Property at Naval Station (NAVSTA) Newport, Rhode Island

### Alternatives

The U.S. Department of the Navy (Navy) has prepared a Draft Environmental Impact Statement (EIS) to evaluate the potential environmental consequences of the disposal and reuse of surplus property at Naval Station (NAVSTA) Newport.

Two redevelopment alternatives were evaluated in the Draft EIS, along with the No Action Alternative:

- **Alternative 1: Aquidneck Island Reuse Planning Authority (AIRPA) Plan (Preferred Alternative).** Alternative 1 is the preferred redevelopment alternative and is the redevelopment of each of four non-contiguous properties as outlined in the *Redevelopment Plan for Surplus Properties at NAVSTA Newport (Redevelopment Plan or AIRPA Plan)* prepared by the Aquidneck Island Redevelopment Planning Authority (AIRPA). The Redevelopment Plan includes a mix of land uses as well as open space and natural areas.
- **Alternative 2: High-Density Redevelopment.** Alternative 2 provides for the disposal of surplus property at NAVSTA Newport and redevelopment at a higher density with a larger footprint and different mix of uses than Alternative 1.
- Under the **No Action Alternative**, the surplus property would not be transferred or reused. The surplus property would remain under caretaker status and existing structures and land would not be reused or redeveloped. Facilities would be maintained in accordance with the *BRAC Program Management Office (PMO) Building Vacating, Facility Layaway, and Caretaker Maintenance Guidance* (March 2007).

- The Redevelopment Plan identifies how the land will be reused.
- The EIS studies impacts resulting from the Redevelopment Plan and alternatives.
- The EIS/Navy will not decide the final land reuse.
- The EIS will provide information the local communities can use to implement the Redevelopment Plan.
- We want your input on the Draft EIS.

### The EIS Process

The public is encouraged to participate in the EIS process during the Public Scoping and the Public Comment period. The public was able to comment on the EIS scope (November 2, 2012 through December 2, 2013), and there are now many ways for the public to comment on the Draft EIS document. The public comment period is between **March 18 through May 2, 2016**.

#### You can provide comments in the following ways:

**Submit written comments to** a Navy representative at scheduled open house meetings

**Mail written comments to:**  
**Director, BRAC Program Management Office East**  
Attn: Newport BRAC EIS  
4911 South Broad Street, Building 679  
Philadelphia, PA 19112-1303

**E-mail comments to:**  
james.e.anderson1.ctr@navy.mil

**Fax comments to:**  
215-897-4902  
Attn: Newport BRAC EIS

**All comments must be received by May 2, 2016**

## Alternative 1 – AIRPA Plan (Preferred Alternative)

The Redevelopment Plan calls for the development of the following at each surplus property:

**Former Navy Lodge:** Approximately 1.8 acres (60%) of the 3-acre site would be redeveloped with two, 1-story retail buildings and associated parking. Approximately 1.2 acres (40%) would be maintained as open space.

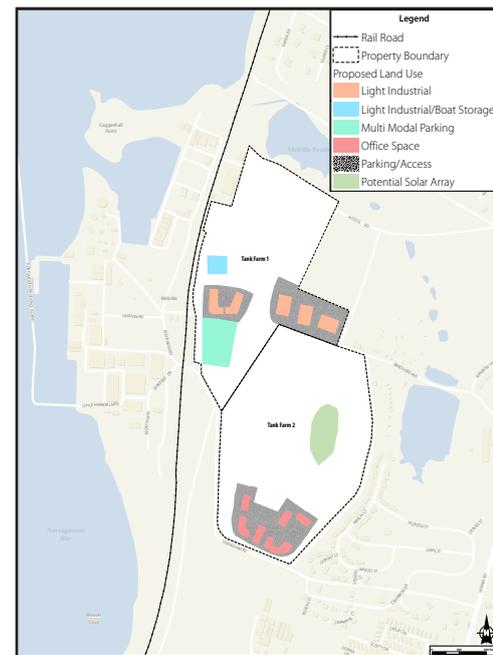
**Former Naval Hospital:** Approximately 4.5 acres (approximately 54% of the land-based and pier-specific areas) would be redeveloped, with a mix of hotel and residential uses in addition to a waterfront park that would include a pier, pedestrian path, water taxi dockage, and a boat storage facility. The existing pier would be re-used as-is, with the addition of two concrete floating docks on each side.

**Tank Farms 1 and 2:** Approximately 31.1 acres (23%) of the site would be redeveloped with a mix of uses including office, light industrial, boat storage space, multi-modal parking, and the potential for a solar array. Approximately 104.9 acres (77%) would remain as open space.

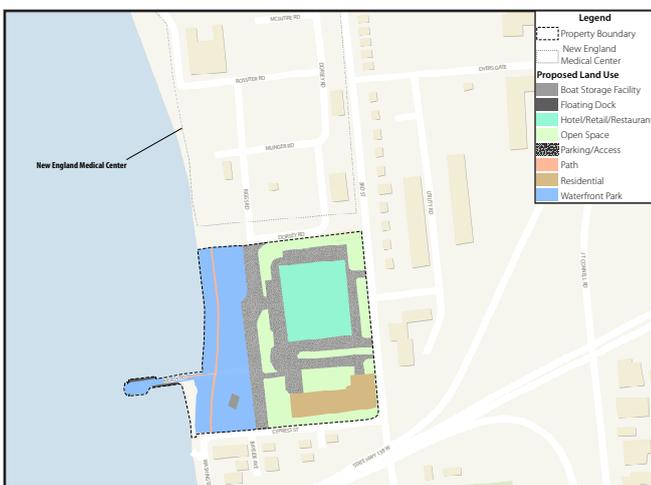
**Midway Pier/Greene Lane:** Recreational/open spaces are proposed at this approximately 10.7-acre property. A shoreline park would be included with a fishing pier, kayak launch, restrooms, playgrounds, a 0.3-acre parking lot, picnic areas, and pathways. The existing pier would be rebuilt for use as a public fishing pier. In addition, a multi-use pathway in a greenbelt is proposed next to the water.



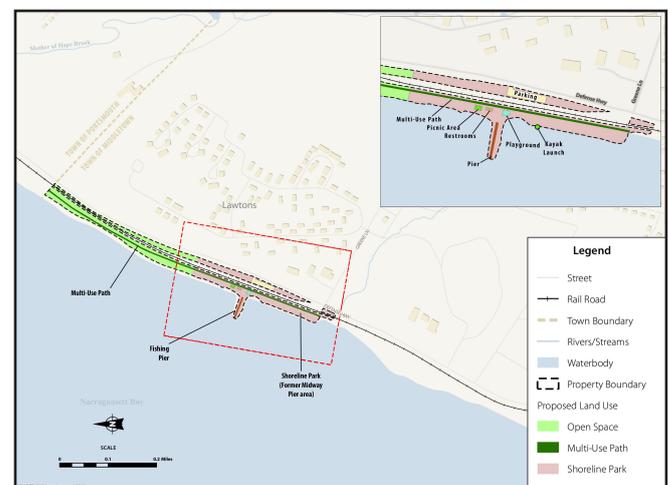
Former Navy Lodge, Town of Middletown



Tank Farms 1 and 2, Town of Portsmouth



Former Naval Hospital, City of Newport



Midway Pier/Greene Lane, Town of Middletown

## Alternative 2 – High-Density Redevelopment

Under Alternative 2, increased development would be as follows:

**Former Navy Lodge:** Two, 2-story retail buildings with the same footprint as the two, 1-story buildings under Alternative 1. To accommodate the increase in retail space, additional parking is proposed under Alternative 2. Approximately 0.9 acres (30%) would be maintained as open space.

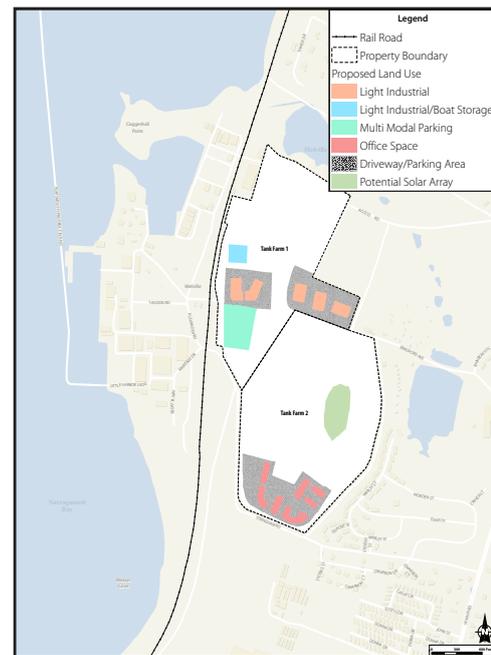
**Former Naval Hospital:** Under Alternative 2, residential use would be replaced by commercial use, and a conference center would be added to the proposed hotel. The commercial use would have the same footprint as the residential use under Alternative 1. Additionally, a yacht club/office would be constructed next to the boat storage facility and an additional concrete floating dock would be constructed at the end of the existing pier. At 4.8 acres (58%) the development footprint is slightly larger than Alternative 1.

**Tank Farms 1 and 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 and industrial use would be increased by 25% over Alternative 1. To accommodate the increase in office and industrial use, parking and access would also be increased. Approximately 102.0 acres (75%) of the site would remain as open space.

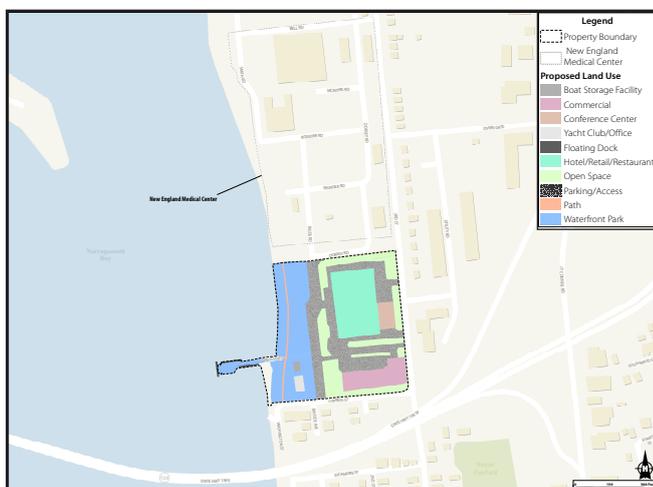
**Midway Pier/Greene Lane:** Similar to Alternative 1, Alternative 2 includes the same multi-use pathway in a greenbelt. Alternative 2 would include greater expansion of the shoreline park, including an increased footprint for the parking and playground areas as well as an expanded pier footprint due to a concrete floating pier at the end of the rebuilt pier (in a T-formation).



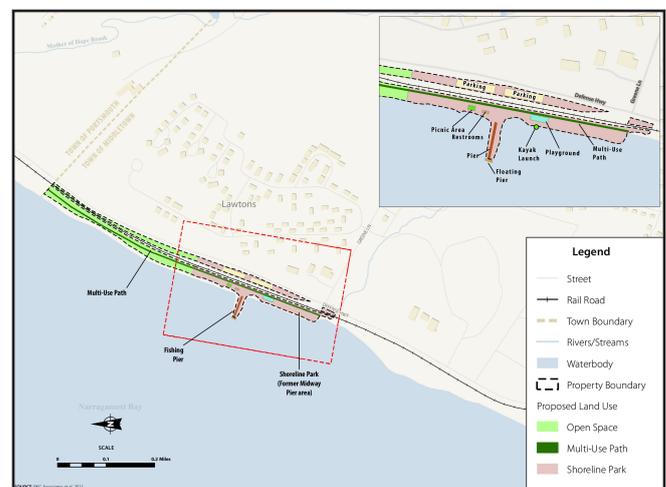
Former Navy Lodge, Town of Middletown



Tank Farms 1 and 2, Town of Portsmouth



Former Naval Hospital, City of Newport



Midway Pier/Greene Lane, Town of Middletown

<b>Land Use Upon Full Build-Out</b>	<b>Alternative 1 AIRPA Plan</b>	<b>Alternative 2 High-Density Redevelopment</b>
<b>Former Navy Lodge</b>		
Retail	30,500 square feet	61,000 square feet
Open Space	1.2 acres	0.9 acres
Parking	145 spaces	185 spaces
Access	0.3 acres	0.3 acres
<b>Former Naval Hospital</b>		
Hotel	120 rooms	120 rooms
Restaurant	28,300 square feet	28,300 square feet
Retail	28,300 square feet	28,300 square feet
Residential	36 units	--
Commercial	--	26,000 square feet
Conference Center	--	8,500 square feet
Open Space	1.8 acres	1.6 acres
Waterfront Park (acres) includes path, pier, boat storage facility, and floating dock	2.4 acres	2.6 acres
Parking	161 spaces	204 spaces
Access	1.3 acres	1.1 acres
<b>Tank Farms 1 and 2</b>		
Light Industrial	190,000 square feet	205,000 square feet
Office	110,000 square feet	137,600 square feet
Solar Array	3.6 acres	3.6 acres
Parking	2,900 spaces	3,196 spaces
Open Space	104.9 acres	102.0 acres
Access	2.2 acres	2.5 acres
<b>Midway Pier/Greene Lane</b>		
Open Space	4.6 acres	4.6 acres
Parking	52 spaces	107 spaces
Multi-Use Pathway	0.9 acres	0.9 acres
Shoreline Park (includes pier)	5.6 acres	5.6 acres

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# EIS for the Disposal and Reuse of Surplus Property at NAVSTA Newport Comparison of Alternatives

This fact sheet compares the potential impacts of each redevelopment scenario at each surplus property as analyzed in the *Draft Environmental Impact Statement (EIS) for the Disposal and Reuse of Surplus Property at NAVSTA Newport, Rhode Island*. This fact sheet provides a summary of potential impacts; for a complete comparison please see Table 2-4 of the Draft EIS, available at [www.bracpmo.navy.mil](http://www.bracpmo.navy.mil).

## Former Navy Lodge Property

### Land Use, Zoning, and Coastal Resources:

- Table 1 shows the land use under the redevelopment alternatives at full build-out.
- Both redevelopment alternatives are consistent with local planning documents but would require rezoning.
- Redevelopment is required to be consistent with the policies of the Aquidneck Island Special Area Management Plan (SAMP).
- Redevelopment under both alternatives is not reasonably likely to affect the use or natural resources of the coastal zone.

**Table 1: Former Navy Lodge Land Use Upon Full Build-Out (20 Years)**

	Alternative 1 AIRPA* Plan	Alternative 2 High-Density Redevelopment
Retail	30,500 square feet	61,000 square feet
Open Space	1.2 acres	0.9 acre
Parking/Access	1.1 acres	1.4 acres

### Socioeconomics/Community Facilities and Services:

- Table 2 shows the estimated economic impacts anticipated under both redevelopment alternatives.
- There would be no need for additional community facilities or services under either alternative.
- Disproportionate impacts on environmental justice communities or children are not anticipated.

**Table 2: Former Navy Lodge Economic Impacts Upon Full Build-Out (20 years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Construction Expenditures	\$8.5 million	\$17 million
Employment	46 direct jobs 13 indirect jobs	91 direct jobs 26 indirect jobs
Tax Revenue	\$334,000 annually	\$668,000 annually

\*Aquidneck Island Reuse Planning Authority

## Transportation:

- A significant increase in vehicle trips would occur under both redevelopment alternatives (see Table 3).
- Redevelopment traffic, combined with background growth over the 20-year build-out, would result in a drop in level of service for both intersections analyzed for the former Navy Lodge property.

**Table 3: Former Navy Lodge Transportation Impacts Upon Full Build-Out (20 Years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Trips added to existing network	↑ 1,309 daily trips*	↑ 2,619 daily trips*
Evening peak hour at West Main Road and Coddington	↑ 662*	↑ 724*
Evening peak hour at West Main Road and Valley Road	↑ 714*	↑ 760*

\*Number of Trips Over Existing Conditions

## Infrastructure and Utilities:

- Minor impact on the City of Newport's water and wastewater treatment plant capacity under both alternatives.
- Redevelopment would require installation of new distribution systems or updates to existing infrastructure for water, wastewater, and electric and natural gas utilities under both alternatives and would be the developer's responsibility.

## Biological Resources:

- Redevelopment would impact 1.8 acres of grassed area under Alternative 1 and 2.0 acres under Alternative 2.
- Redevelopment would have a minor impact on wildlife species such as small mammals, which may be temporarily displaced during construction.
- Redevelopment would have no effect on threatened and endangered species and no impact on significant wildlife habitat.

## Water Resources:

- Potential storm water runoff from an increase in hard surfaces (pavement and roofs) would be addressed by the developer through regulatory and permit compliance.

## Former Naval Hospital Property

### Land Use, Zoning, and Coastal Resources:

- Table 4 shows the land use under the redevelopment alternatives upon full build-out.
- Both redevelopment alternatives are consistent with local planning documents except for the City of Newport Comprehensive Land Use Plan. Rezoning would also be required for the proposed hotel and commercial uses.
- The redevelopment alternatives would likely affect coastal resources. The developer would be required to comply with the Rhode Island Coastal Resources Management Program (CRMP) for non-federal projects within tidal waters, on a shoreline feature, or within the 200-foot contiguous area as defined under the Rhode Island CRMP, and would also be required to comply with the Aquidneck Island SAMP and applicable state permitting processes.



**Table 4: Former Naval Hospital Land Use Upon Full Build-Out (20 Years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Hotel	120 rooms	120 rooms
Residential	36 units	N/A
Parking/Access	2.2 acres	2.3 acres
Waterfront Park	2.4 acres	2.6 acres
Boat Storage	1,300 square feet	1,300 square feet
Yacht Club/Office	N/A	2,600 square feet
Commercial/Conference Center	N/A	34,500 square feet

**Socioeconomics/Community Facilities and Services:**

- Table 5 shows the estimated economic impacts anticipated under both redevelopment alternatives.
- There would be no need for additional community facilities or services under either alternative.
- Disproportionate impacts on environmental justice communities or children are not anticipated.

**Table 5: Former Naval Hospital Socioeconomic Impacts Upon Full Build-Out (20 years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Construction Expenditures	\$24.8 million	\$27 million
Employment	189 direct jobs 69 indirect jobs	279 direct jobs 92 indirect jobs
Tax Revenue	\$412,000 annually	\$260,000 annually
Population Increase	74 new residents	N/A

**Transportation:**

- A significant increase in vehicle trips would occur under both redevelopment alternatives (see Table 6).
- Redevelopment traffic, combined with background growth over the 20-year build-out, would result in a drop in level of service for the intersection of Admiral Kalbfus Road/Training Station Road and Third Street.

**Table 6: Former Naval Hospital Transportation Impacts Upon Full Build-Out (20 years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Trips added to existing networks	↑ 1,248 daily trips*	↑ 1,576 daily trips*
Evening peak hour at Admiral Kalbfus Road/ Training Station and Third Street	↑ 314*	↑ 356*
Evening peak hour at three new access points	Between 605 and 609 new trips	Between 648 and 697 new trips

\*Number of Trips Over Existing Conditions

### **Environmental Management:**

- Asbestos-containing materials and lead-based paint require removal before building demolition. Any required environmental cleanup will be completed prior to transferring the property.

### **Infrastructure and Utilities:**

- Minor impact on the City of Newport's water and wastewater treatment plant capacity under both alternatives.
- Redevelopment would require installation of new distribution systems or updates to existing infrastructure for water, wastewater, and electric and natural gas utilities under both alternatives and would be the developer's responsibility.

### **Cultural Resources:**

- Potential adverse effect from disposal and demolition on four architectural resources within the area of potential effect that are contributing elements of the National Register of Historic Places (NRHP)–eligible Naval Hospital Historic District.
- The Navy is consulting with the Rhode Island State Historic Preservation Office and anticipates development of measures to mitigate any adverse effects on historic properties within the area of potential effect, and outside but within the vicinity of the area of potential effect.

### **Biological Resources:**

- Potentially significant impact on marine mammals and fish under both alternatives due to underwater noise from pile-driving activities associated with construction of the floating docks. Measures to reduce impacts on marine mammals would be implemented, as necessary, by the developer through the state and federal permitting processes.
- The Navy consulted with the National Marine Fisheries Service regarding potential effects on threatened and endangered species. They determined:
  - There would be no effect on the North Atlantic right whale, humpback whale, or fin whale.
  - Construction of the pier may affect, but with the use of protective measures by the developer is not likely to adversely affect, the Atlantic sturgeon, the loggerhead sea turtle, Kemp's ridley sea turtle, leatherback sea turtle, or green sea turtle.
- Redevelopment would not adversely affect essential fish habitat under either alternative; impacts on essential fish habitat would be temporary and minimal.

### **Water Resources:**

- Minor impacts on the water quality (i.e., sedimentation and turbidity) of Narragansett Bay under both alternatives, specifically during in-water work. The developer will be required to minimize impacts.
- Permanent impacts on approximately 1.6 acres of 100-year floodplain due to site construction under both alternatives; impacts will be minimized or offset by the developer.
- Permanent impacts on approximately 0.04 acre of coastal wetland from the fill needed for pilings used to anchor the floating dock under both alternatives. The developer will obtain a permit and be required to minimize impacts.
- Potential storm water runoff from an increase in hard surfaces (pavement and roofs) would be addressed by the developer through regulatory and permit compliance.



## Tank Farms 1 and 2 Properties

### Land Use, Zoning, and Coastal Resources:

- Table 7 identifies the land uses under the redevelopment alternatives.
- Both redevelopment alternatives are consistent with local planning but would require rezoning to allow the solar array.
- Redevelopment is required to be consistent with the policies of the Aquidneck Island SAMP.
- The redevelopment alternatives are not reasonably likely to affect the use or natural resources of Rhode Island's coastal zone. The developer would be required to comply with the Aquidneck Island SAMP and applicable state permitting processes.

**Table 7: Tank Farms 1 and 2 Land Use Upon Full Build-Out (20 Years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Light Industrial	190,000 square feet	205,000 square feet
Solar Array	3.6 acres	3.6 acres
Office	110,000 square feet	137,600 square feet
Parking/Access	20.6 acres	22.5 acres
Open Space	104.9 acres	102.0 acres

### Socioeconomics/Community Facilities and Services:

- Table 8 shows the estimated economic impacts anticipated under both redevelopment alternatives.
- There would be no need for additional community facilities or services under either alternative.
- Disproportionate impacts on environmental justice communities or children are not anticipated.

**Table 8: Tank Farms 1 and 2 Economic Impacts Upon Full Build-Out (20 years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Construction Expenditures	\$33.7 million	\$37.7 million
Employment	592 direct jobs 170 indirect jobs	702 direct jobs 198 indirect jobs
Tax Revenue	\$421,000 annually	\$494,000 annually

### Transportation:

- A significant increase in vehicle trips would occur under both redevelopment alternatives (see Table 9).
- Redevelopment traffic, combined with background growth over the 20-year build-out, would result in a drop in level of service at the four intersections analyzed for Tank Farms 1 and 2.
- If Bradford Avenue is used for access, signals or roadway improvements would be needed for safety near Melville School.

**Table 9: Tank Farms 1 and 2 Transportation Impacts Upon Full Build-Out (20-Years)**

	Alternative 1 AIRPA Plan	Alternative 2 High-Density Redevelopment
Trips added to existing networks	↑ 2,762 daily trips*	↑ 3,151 daily trips*
Evening peak hour at West Main Road and Stringham Road	↑ 828*	↑ 860*
Evening peak hour at West Main Road and Bradford Avenue	↑ 857*	↑ 892*
Evening peak hour at Defense Highway and Stringham Road	↑ 315*	↑ 339*

\*Number of Trips Over Existing Conditions

### Environmental Management:

- Under all alternatives, including the No Action Alternative, the tank farms will be closed under Rhode Island's Department of Environmental Management's underground storage tanks regulations and will be remediated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) before the property is redeveloped.
- Under a separate project, the Navy plans to demolish the underground storage tanks and associated facilities at Tank Farm 1. This project is scheduled to be completed in 2016 and before transfer of the property. All tanks and structures at Tank Farm 2 would remain in place.
- The Navy will remove or remediate asbestos-containing materials, lead-based paint, and some areas of lead-containing soil prior to transferring property. The Navy will certify the property is safe for non-residential uses. All development would be at least 300 feet from tank locations.

### Infrastructure and Utilities:

- Minor impact on the City of Newport's water treatment plant capacity under both alternatives.
- The lack of a centralized wastewater treatment/collection system is potentially significant.
- Redevelopment would require installation of new distribution systems or updates to existing infrastructure for water, wastewater, and natural gas utilities under both alternatives and would be the developer's responsibility.

### Cultural Resources:

- Direct impacts on five structures due to demolition under both alternatives.
- Potential adverse impacts on the same five structures, which are considered historically important because they are contributing elements to the NRHP-eligible Melville Naval Historic District.
- The Navy is consulting with the Rhode Island State Historic Preservation Office on the effects of the proposed action on historic properties and anticipates development of measures to mitigate any adverse effects on historic properties.



### **Biological Resources:**

- Permanent conversion of approximately 2.7 acres of mixed oak/white pine forest and 9.2 acres of old field to parking/access, office, and solar array under both alternatives. Permanent conversion of approximately 14.5 acres of ruderal forest under Alternative 1 and 16.4 acres of ruderal forest under Alternative 2 to parking access, office, and light industrial.
- Consultation with the U.S. Fish and Wildlife Service is on-going regarding possible impacts on the northern long-eared bat. The Navy would require the developer to use protective measures.
- Wildlife species such as small mammals and avian species may be temporarily displaced during construction. Some habitat loss will also occur from conversion of vegetation types.

### **Water Resources:**

- Minor, indirect water quality impacts on the adjacent Melville Ponds and an unnamed stream north of the property under both alternatives.
- Potential storm water runoff from an increase in hard surfaces (pavement and roofs) would be addressed by the developer through regulatory and permit compliance.

## **Midway Pier/Greene Lane Property**

### **Land Use, Zoning, and Coastal Resources:**

- Alternative 1 would include a multi-use concrete pathway. A shoreline park would be constructed that would include a fishing pier, kayak launch, restrooms, playgrounds, a 0.3-acre parking lot, picnic areas, and pathways. The restrooms, playground, and picnic area would be 0.09 acre. The existing pier would be rebuilt to be a 15-foot-wide and 250-foot-long concrete pier. Alternative 2 would include the multi-use pathway and a larger park, pier, playground, and parking lot.
- Both redevelopment alternatives are consistent with local planning and zoning, except for the Aquidneck Island West Side Master Plan recommendations for Defense Highway.
- The developer would be required to comply with the Rhode Island CRMP for non-federal projects within tidal waters, on a shoreline feature, or within the 200-foot contiguous area as defined under the Rhode Island CRMP and would also be required to comply with the Aquidneck Island SAMP and applicable state permitting processes.

### **Socioeconomics/Community Facilities and Services:**

- \$6 million in total construction expenditures under both redevelopment alternatives.
- No long-term jobs would be created as current employees would provide operations and maintenance of the park.
- No taxes would be collected under both redevelopment alternatives because the park and open spaces would be tax-exempt.
- There would be no need for additional community facilities and services, and there would be positive impacts by the creation of a waterfront park.
- Disproportionate impacts on environmental justice communities or children are not anticipated.

### **Transportation:**

- There would be a minor impact on road network and traffic volume under both alternatives.

### **Infrastructure and Utilities:**

- Negligible impact on the City of Newport's water and wastewater treatment plant capacity under both alternatives.
- Redevelopment would require installation of new distribution systems or updates to existing infrastructure for water, wastewater, and electric and natural gas utilities and would be the developer's responsibility.



### **Cultural Resources:**

- There would be no significant impacts on archaeological, architectural, or historic resources.

### **Biological Resources:**

- Permanent conversion of approximately 1.4 acres, including 0.2 acre of old field under both alternatives. Under Alternative 1, <0.01 acre of open water habitat cover would be impacted and under Alternative 2, 0.02 acre.
- Minor impact on marine mammals and fish under both alternatives due to underwater noise from pile-driving activities associated with construction of the floating docks. Measures to reduce impacts on marine mammals would be implemented by the developer through state and federal permitting processes.
- The National Marine Fisheries Service was consulted regarding potential effects to threatened and endangered species. They determined:
  - There would be no effect on the North Atlantic right whale, humpback whale, or fin whale.
  - Construction may affect, but with the use of protective measures by the developer is not likely to adversely affect, the Atlantic sturgeon, loggerhead sea turtle, Kemp's ridley sea turtle, leatherback sea turtle, or green sea turtle.
- Redevelopment would not adversely affect essential fish habitat under either alternative; impacts on essential fish habitat would be temporary and minimal.
- Consultation with the U.S. Fish and Wildlife Service is on-going regarding possible impacts on the northern long-eared bat. The Navy would require the developer to use protective measures.

### **Water Resources:**

- Minor impacts on the water quality (i.e., sedimentation and turbidity) of Narragansett Bay under both alternatives, specifically during in-water work. The developer will obtain a permit and be required to minimize impacts.
- Permanent impacts on approximately 0.17 acre (Alternative 1) or 0.19 acre (Alternative 2) of 100-year floodplain due to site construction. Impacts will be minimized or offset by the developer.
- Permanent impacts on approximately 0.01 acre of coastal wetland from the fill needed for pilings used to anchor the floating dock under Alternative 2; the developer would be required to obtain a permit and minimize impacts.

**YOUR INPUT MATTERS**

**Now is your chance to provide input on the Draft EIS—and your input matters!**

**Submit written comments to a Navy representative at scheduled open house meetings;**

**Mail written comments to:**  
**Director, BRAC Program Management Office East**  
Attn.: Newport BRAC EIS  
4911 South Broad Street, Building 679  
Philadelphia, PA 19112-1303

**E-mail comments to:**  
james.e.anderson1.ctr@navy.mil

**Fax comments to:**  
215-897-4902  
Attn.: Newport BRAC EIS

**All comments must be received by May 2, 2016**



# Restoration Advisory Board

*A Restoration Advisory Board (commonly called a RAB) is a forum for the discussion and exchange of environmental cleanup information between the Department of Defense (DOD), state and federal regulatory agencies, and the local community. Each Navy/Marine Corps installation establishes a RAB where there is "sufficient and sustained" community interest in environmental cleanup activities that are part of the environmental restoration program.*

## **What is a RAB?**

A Restoration Advisory Board (RAB) is a public forum for addressing issues associated with environmental cleanup activities at DOD installations. It provides an opportunity for RAB members to review progress and provide advice and opinions to the installation's decision-makers concerning environmental restoration program matters.

Navy/Marine Corps installations establish a RAB where there is "sufficient and sustained" community interest and any of the following criteria are met:

- closure of the installation involves transfer of property to the community;
- fifty (50) or more citizens petition the installation to form a RAB;
- local, state, federal, or tribal governments request the formation of a RAB; or
- the installation determines the need for a RAB.

By definition, a RAB may only address issues associated with environmental restoration activities. Environmental groups or advisory boards that address issues other than environmental restoration activities are not considered RABs.

## **Who are the members of a RAB?**

Navy and Marine Corps RABs are made up of local community members, regulators, local government and tribal representatives, environmental groups, installation personnel, and other interested people. The goal is for the membership to be balanced and reflect the diverse interests in the community.

Membership is voluntary and is without compensation. Generally, the RAB should have no more than 20 members.

All RAB members have equal status, with the exception of the two co-chairs. One of the co-chairs represents the Navy/Marine Corps. The other co-chair is selected from within the RAB community membership.

The co-chairs are jointly responsible for determining meeting agendas and ensuring appropriate issues are raised and discussed. The community co-chair serves as the focal point for community outreach.



## **Are RAB meetings open to the general public?**

RAB meetings are open to the general public. The installation co-chair prepares and publishes a timely public notice in a local newspaper of general circulation announcing the time and location of each RAB meeting. If appropriate, such announcements may also be posted on the public portion of the installation's website.

## **How can I get involved in my local RAB?**

The Navy and Marine Corps recognize the importance of community involvement in the environmental restoration process. Community members can identify special issues or concerns and provide local, site-specific knowledge regarding site history, human activities in and around the site, potential land use considerations, etc. RABs are one way of ensuring that the public has an opportunity to obtain information and provide input into the decisions regarding environmental restoration activities at our military bases nationwide.

One of the best ways to get involved is simply to attend the next regularly scheduled RAB meeting. People interested in becoming a RAB member should make themselves known to the Navy/Marine Corps and community co-chairs and ask about the procedures for selecting new RAB members. If you are unaware of a RAB in your area and you would like more information, contact the public affairs officer at your local Navy or Marine Corps installation.

Whether participating as a member of the general public or as an actual member of the RAB, community input is always welcomed! Together we can make the best possible decisions regarding environmental restoration for both the Navy/Marine Corps and our local communities.

### **For more information**

If you have questions regarding the information in this factsheet, please contact the RAB co-chair, Mr. David Dorocz, [david.dorocz@navy.mil](mailto:david.dorocz@navy.mil), 401-841-7671 or Ms. Darlene Ward, IR Program Manager, [darlene.ward@navy.mil](mailto:darlene.ward@navy.mil), 401-841-6378.

### **NAVSTA Newport RAB**

#### **Meetings are held at:**

Courtyard by Marriott • Middletown, RI, 02842

The next RAB Meeting is scheduled for **Wednesday, May 18, 2016 at 6:30 p.m.**

#### **RAB meeting information can be found at:**

<http://www.rabnewportri.org>; or

[http://www.navfac.navy.mil/products\\_and\\_services/ev/products\\_and\\_services/env\\_restoration/installation\\_map/navfac\\_atlantic/midlant/newport/outreach.html](http://www.navfac.navy.mil/products_and_services/ev/products_and_services/env_restoration/installation_map/navfac_atlantic/midlant/newport/outreach.html)

**The administrative record can be found at the Public Libraries in Middletown, Newport, and Portsmouth.**