

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

**FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT (EA) FOR TRANSFER OF INTERESTS IN REAL PROPERTY OF THE UNITED STATES TO THE COMMONWEALTH OF VIRGINIA FOR HIGHWAY CONSTRUCTION IN NORFOLK, VIRGINIA**

Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508) implementing the National Environmental Policy Act and Navy regulations (32 CFR Part 775), and Chief of Naval Operations Instruction 5090.1C CH-1, the Department of the Navy (Navy) gives notice that an EA has been prepared and an Environmental Impact Statement (EIS) is not required for the transfer of interests in real property of the United States to the Commonwealth of Virginia for highway construction in Norfolk, Virginia.

The Department of Transportation, Federal Highway Administration (FHWA), Eastern Federal Highway Lands Division (EFLHD), served as a cooperating agency in the preparation of the EA.

**Proposed Action:** The proposed action is to grant multiple interests in real property on Naval Station (NAVSTA) Norfolk and Naval Support Activity Hampton Roads (NSA HR) to the Commonwealth of Virginia. The purpose of the proposed action is facilitate the construction of multiple highway projects by the Virginia Department of Transportation (VDOT). The proposed action is needed to enhance the flow and circulation of traffic in the area. Section 2858 of the Fiscal Year 2000 National Defense Authorization Act grants the Secretary of the Navy this authority. Agreements between Commander, Navy Region Mid-Atlantic (CNRMA) and the Commissioner of VDOT further define the roles of each agency associated with the property transfer.

**Existing Conditions:** NAVSTA Norfolk and NSA HR are secured installations located in Norfolk, Virginia. The urban area surrounding these installations, a mix of residential, commercial, and military uses, has experienced steady growth and subsequent increases in traffic overtime.

**Alternatives Analyzed:** The Navy considered three alternatives for the proposed action, plus the No Action alternative.

Alternative 1 (the preferred alternative) would grant the Commonwealth of Virginia real property interests to allow VDOT

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to construct: 1) a new 1.5 mile, four-lane divided, east-west interstate extension from the existing I-564 to the Norfolk International Terminal (I-564 Intermodal Connector); 2) a highway interchange providing access to NSA HR from the proposed I-564 Intermodal Connector (Air Terminal Interchange [ATI]); 3) a relocated Gate 6 on NAVSTA Norfolk on the west side of Hampton Boulevard; and 4) a reconfigured commercial vehicle inspection station (CVIS) on NAVSTA Norfolk. VDOT also would relocate or make improvements to other Navy facilities and infrastructure that would be adversely impacted by construction.

Alternative 2 would grant the Commonwealth of Virginia real property interests to allow VDOT to construct improvements as described above, except that the new Gate 6 would be on east side of Hampton Boulevard.

Alternative 3 would grant the Commonwealth of Virginia real property interests to allow VDOT to construct improvements as described under the preferred alternative, except that ATI would be expanded to provide access to NAVSTA Norfolk and NSA HR from the existing I-564 as opposed to the proposed I-564 Intermodal Connector.

The No Action alternative would not grant the interests in real property to the Commonwealth of Virginia. Consequently, VDOT would not undertake the road and infrastructure improvements on Navy property.

Additional alternatives were analyzed through a screening process to determine how well they met the purpose and need and their potential environmental impacts. Alternatives considered but eliminated from detailed analysis include CVIS alternatives and other roadway improvement alternatives.

**Environmental Effects:** The following is a summary of the environmental consequences of the preferred alternative.

Air Quality. The preferred alternative would have a negligible impact on regional air quality from construction activities. The total projected emissions would be below de minimis levels in the EPA General Conformity Rule, and a Record of Non-Applicability was signed for the action. Additionally, estimated greenhouse gas emission from the preferred alternative would be less than 25,000 metric tons.

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Biological Resources. The preferred alternative would result in limited displacement of wildlife. Construction activities would result in the permanent removal of approximately 109 acres of vegetation (forested, scrub-shrub, and herbaceous communities). Most of the area would be re-vegetated after completion of the project. Implementing the preferred alternative would not result in a significant impact to biological resources.

Coastal Zone Management. The preferred alternative would be consistent to the maximum extent practicable with the enforceable policies of the Virginia Coastal Resources Management Program. The Virginia Department of Environmental Quality (DEQ) concurred with the Navy's coastal consistency determination pursuant to the Coastal Zone Management Act on January 3, 2013.

Cultural Resources. The Navy has determined that the preferred alternative would have no adverse effect upon historic properties. The Virginia Department of Historic Resources (VDHR) State Historic Preservation Officer (SHPO) concurred with the Navy's determination of no adverse effect on July 18, 2012.

Geology, Topography, and Soils. The preferred alternative would involve clearing, grubbing, storing topsoil, and grading approximately 187 acres of land. Negative short-term impacts would take place during construction, but they would be temporary and largely mitigated through placement and monitoring of best management practices (BMPs). Following construction, stormwater management and soil erosion control through construction of BMPs incorporated in the roadway design would minimize water quality impacts. Therefore, no significant impacts are anticipated.

Hazardous Materials and Waste Disposal. Under the preferred alternative, hazardous materials and waste generated during construction activities would be managed in accordance with applicable laws, rules, and regulations. Therefore, no significant impacts are anticipated.

Human Health and Safety. Personnel involved in construction and demolition activities associated with the preferred alternative would be required to follow Navy procedures and requirements for safety and any task-specific safety plans. Contractors would be required to follow the health and safety procedures of their employer, which would be required to be consistent with Navy

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procedures and compliant with Occupational Safety and Health guidelines. Therefore, no significant impacts are anticipated.

Infrastructure and Utilities. Existing infrastructure in the construction area would be demolished, abandoned, replaced, or relocated per the agreements between CNRMA and VDOT. Utility lines would be identified and relocated prior to the commencement of road construction. Therefore, no significant impacts are anticipated.

Installation Restoration Program. The Camp Allen Landfill (CALF), located near the construction area, is comprised of two distinct areas: 1) Area A, the 45-acre landfill; and 2) Area B, the 2-acre fire disposal area. Area A, which operated from the mid-1940s until approximately 1974, was used for disposal of metal plating and parts cleaning sludge, paint-stripping residue, various chlorinated organic solvents, overage chemicals, pesticides, asbestos, incinerator ash, fly and bottom ash from a Navy power plant. Wastes from the Camp Allen Salvage Yard, including drums containing various chemicals, were buried in 1971 in trenches at Area B. Contamination at the CALF site has affected the surface and subsurface soil, sediment, surface water, and groundwater.

To implement the preferred alternative, a health and safety plan would be developed prior to any work in the area. Dewatering operations would be monitored to ensure that the existing extraction well capture zones associated with the site remedy for CALF are not significantly altered. A construction plan would address groundwater dewatering operations and would be required as part of the overall work plan. Personnel would be required to have specific training to work in the contaminated areas. Therefore, no significant impacts are anticipated.

Land Use. There would be some changes in land use from the new highway construction projects. In general, the proposed project location would occur in areas of NAVSTA Norfolk and NSA HR that are highly developed. There are areas within the proposed location for the I-564 Intermodal Connector and ATI that are undeveloped, vegetated areas that would change to a permanently developed area after the highway improvements are constructed. Construction of the highway improvement projects would preclude future development in those areas.

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Noise. Construction activities would result in a temporary increase in noise from operations within the project area. Construction activities would be phased over several years. Therefore, no significant impacts are anticipated.

Socioeconomics. Under the preferred alternative, highway construction activities would temporarily benefit the local economy through the purchase of construction materials and the generation of construction wages. No environmental justice issues or impacts to children were identified. Therefore, no significant impacts are anticipated.

Traffic and Transportation. The preferred alternative would not increase traffic because the proposed highway improvements only offer alternative routes to existing traffic. There would be short-term traffic impacts during demolition and construction. The preferred alternative would result in a long term positive impact to traffic flow.

Water Resources. VDOT would ensure that stormwater discharge permit coverage is obtained from the Virginia Department of Conservation and Recreation through submission of appropriate documentation and preparation of required plans to control pollutants. Stormwater also would be managed in accordance with the Navy's Low Impact Development policy and the Energy Independence and Security Act. The preferred alternative is not located within a wellhead protection area for municipal water supply; therefore, no public groundwater supplies would be affected. The I-564 Intermodal Connector component of this project would impact 2.97 acres of palustrine, emergent wetlands, and 0.06 acres of palustrine scrub-shrub wetlands. VDOT has obtained permits from the Virginia Marine Resources Commission (VMRC), United States Army of Corps Engineers (USACE), and Virginia DEQ for the Intermodal Connector portion of this project. Upon final project design, VDOT would be required to amend all current permits, if needed. The ATI component of the project, as currently designed, would impact approximately 1.25-acres of additional wetlands. VDOT would be required to obtain permits from VMRC, USACE, and Virginia DEQ before the ATI component is constructed.

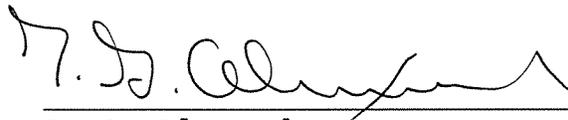
Cumulative Impacts. Potential cumulative effects of the preferred alternative in combination with other past, present, or reasonably foreseeable future actions were analyzed and found not significant.

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**Finding:** Based on the analysis presented in the EA, and coordination with the Virginia DEQ, VDHR, VDOT, and FHWA EFLHD, the Navy finds that implementation of the preferred alternative will not significantly affect the quality of the human or natural environment or generate significant controversy.

The EA prepared by the Navy addressing this action is on file and interested parties may obtain a copy from Commanding Officer, NAVFAC Mid-Atlantic (Attn Code EV Core: Ms Linda D Blount), Building Z-144, 9742 Maryland Ave, Norfolk, Virginia 23511-3095. A limited number of copies of the EA are available to fill single copy requests.

FEB 20, 2013  
Date



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T. G. Alexander  
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Commander, Navy Region Mid-Atlantic