

**DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY**

**FINDING OF NO SIGNIFICANT IMPACT FOR THE CENTER FOR CYBER
SECURITY STUDIES (MILCON P621), UNITED STATES NAVAL ACADEMY,
ANNAPOLIS, MARYLAND**

Introduction

Pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 United States Code 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508), and Department of the Navy procedures for implementing NEPA (32 CFR Part 775), the Department of the Navy (Navy) gives notice that an Environmental Assessment (EA) has been prepared and an Environmental Impact Statement is not required for the proposed construction and operation of a Center for Cyber Security Studies (CCSS) (MILCON P621) and supporting parking garage at the United States Naval Academy (USNA) in Annapolis, Maryland.

Description of the Proposed Action

The proposed action is to construct and operate a new academic building to provide dedicated and secure space for the cyber curriculum at the USNA, and a supporting parking garage. An approximately 206,000 square foot (SF) multistory building will be constructed at the Lower Yard (the academic core of the USNA campus on the east side of College Creek) to house the CCSS as well as three existing academic departments that will comprise the focus of the cyber curriculum: Computer Sciences, Electrical and Computer Engineering, and Weapons and Systems Engineering. The CCSS building will contain classrooms, teaching and research laboratories, lecture halls, a Sensitive Compartmented Information Facility, study rooms, offices, an observatory, and a rooftop multipurpose space. The number of midshipmen attending the USNA will not increase as a result of the proposed action, but 40 additional faculty and staff will be added to support the CCSS program. The staff growth is expected to be gradual or drawn from an existing regional pool.

The parking garage is proposed to be a multilevel, concrete structure. Design and construction of both new facilities will implement practical energy efficient and sustainable solutions. The CCSS building, in particular, will achieve, at a minimum, Leadership in Energy and Environmental Design (LEED) Silver certification.

Project construction will begin in 2015 with the parking garage. Construction of the CCSS building will begin in late 2016 after the parking garage is completed and will take approximately two years, finishing in late 2018.

Purpose and Need

The purpose of the proposed action is to effectively implement a cyber curriculum for the Center for Cyber Security Studies by providing dedicated classrooms, laboratories, and secure project spaces, and to meet associated parking requirements at the USNA. Construction of the CCSS building is needed to address current shortfalls in academic instruction space to support the cyber education program. Specifically, the CCSS building is necessary to provide applied instruction (project-based learning) spaces and secure project spaces for handling classified information to effectively implement a full cyber curriculum as well as support the USNA's requirement to graduate 65 percent of each class in a science-technology-engineering-mathematics (STEM) field. Construction of the parking garage is needed to replace parking that will be lost due to the proposed construction of the CCSS building on an existing parking lot, provide additional parking for cyber-related staff, and improve the existing parking deficit at the USNA.

Alternatives

The Navy analyzed two action alternatives for the CCSS building and three action alternatives for the parking garage, along with the No Action Alternative. The Navy's Preferred Alternative for the proposed action is Alternative 1A for the CCSS building and Alternative 2A for the parking garage.

Alternative 1A - Waffle Lot CCSS Building Alternative (Preferred). Alternative 1A would involve constructing the CCSS building at the Lower Yard on an existing surface parking lot known as the Waffle Lot. Development of the triangular-shaped Waffle Lot would permanently displace 111 parking spaces currently used by faculty and academic staff. Under Alternative 1A, the Waffle Lot would accommodate an approximately 206,000 SF building for the CCSS. The building would have a plinth (an elevated base story broader than the upper stories) plus five stories supported by a deep pile foundation. The footprint and massing of the building would have the same triangular configuration as the site.

Alternative 1B - Alumni Hall Lot CCSS Building Alternative. Under Alternative 1B, the CCSS building would be constructed on a portion of an existing parking lot commonly referred to as the Alumni Hall Lot. This lot currently provides surface parking for faculty and staff. In addition, visitors use this lot when there is an event at Alumni Hall, which is to the north. The Alumni Hall Lot provides a total of 222 parking spaces. The site is divided into two parking lots: the "lower lot" provides 147 parking spaces, and the "upper lot", 7 feet higher in elevation than the lower lot, provides 75 spaces. Under Alternative 1B, development of the Alumni Hall Lot for the CCSS building would involve construction of a five-story, rectangular building on a deep pile foundation. The building would encompass the full extent of the lower lot to maximize the building size and provide 206,000 SF of space; however, 147 parking spaces would be permanently displaced.

Alternative 2A - Alumni Hall Lot Parking Garage Alternative (Preferred). Alternative 2A would involve constructing a two-level parking garage on the lower lot and incorporating surface parking on the upper lot into the structure. The parking garage would be an open parking structure of cast-in-place post-tensioned concrete and have a deep pile foundation. Exterior cladding would consist of a system of perforated zinc panels to blend with surrounding architectural elements. The upper deck of the parking garage would be built at grade with, and connected to, the upper lot, which would be removed and rebuilt in the same footprint and at the same elevation as the existing surface lot. Alternative 2A includes two vehicular access points to the upper lot and upper deck of the parking garage, and one vehicular access point to the lower level of the parking garage. Pedestrian access would be provided by one elevator and three sets of stairs. Alternative 2A would provide a total of 378 parking spaces: 142 spaces on the lower level of the parking garage and 236 spaces on the upper level of the parking garage and the upper lot combined.

Alternative 2B - Firehouse Site Parking Garage Alternative. Under Alternative 2B, the proposed parking garage would be constructed at the Firehouse Site, an open space adjacent to the USNA Fire Station (Building 446), a baseball field, and family housing at the Upper Yard (base support and main housing area of the USNA campus on the west side of College Creek). The majority of the Firehouse Site is covered in grass. Alternative 2B would involve construction of a four-level parking garage with 536 spaces. This alternative would use the maximum footprint available on the site. The garage would be designed as an open

parking structure with a precast concrete superstructure and a deep pile foundation. The ground level of the garage would incorporate flood-proofing measures to address routine flooding and standing water at the site. The top deck of parking would be 23 feet above Bowyer Road.

Alternative 2C - Lawrence Field Parking Garage Alternative. Alternative 2C would involve constructing the parking garage at Lawrence Field, which is located at the Upper Yard outside of USNA's fenced perimeter and consists of two baseball/softball fields used by midshipmen and non-USNA recreational leagues. Implementation of Alternative 2C would involve developing the entire extent of Lawrence Field with a two-level garage with 584 parking spaces at grade level and the ball fields relocated to the upper level of the garage. The second level would be 12.5 feet above the first level. The parking garage would be designed as an open parking structure with a deep pile foundation and cast-in-place concrete superstructure to structurally support the elevated ball fields. It would incorporate a green roof system capable of supporting traditional athletic field turf for the playing fields on the upper deck. Access to the ball fields would be provided by elevators and stairs.

No Action Alternative. Under the No Action Alternative, the Navy would not construct a building for the CCSS or a parking garage at the USNA. The cyber curriculum would continue to exist, but the new cyber mission requirement would not be properly supported. Additionally, academic space deficiencies would continue. Consistent with CEQ regulations, the No Action Alternative was retained for analysis in the EA to provide a baseline for which to compare the impacts of the proposed action.

Environmental Effects of the Proposed Action

The following is a summary of the potential environmental impacts from implementation of the Preferred Alternative:

Geology, Topography, and Soils. Implementation of the Preferred Alternative will not result in significant impacts to geology or topography. Short-term impacts to soils will occur during demolition and construction activities associated with Alternatives 1A and 2A. These impacts will be minimized through the use of appropriate Best Management Practices (BMPs) for erosion and sedimentation controls, and will not be significant. Therefore, implementation of the Preferred Alternative will have

no significant impacts to geology, topography, and soils from demolition and construction activities.

Water Resources. Construction of the Preferred Alternative will have the potential for minor impacts to surface and groundwater associated with erosion, runoff, and sedimentation, which will be minimized with implementation of BMPs. Alternative 1A is located within the 100-year floodplain and impacts to the floodplain will be minimized through compliance with the eight-step process detailed in Executive Order 11988. During final design, a technical study will be prepared to assess impacts of new construction on flood heights and threats to public safety. If the results of the technical study indicate negligible impacts, then the Navy would conduct appropriate coordination regarding an application for floodplain modification. If the results of the technical study indicate the potential for increased flood heights, the Navy will conduct appropriate coordination regarding application for a floodplain boundary line revision. To ensure there is no increase in stormwater runoff under the Preferred Alternative, the design for the CCSS building under Alternative 1A will incorporate environmental design measures such as green roof areas and rainwater cisterns on the plinth level, and the design for the parking garage under Alternative 2A will include two micro-bioretenion facilities and the installation of permeable pavers/pavement in the surface parking on the upper lot. The Navy determined the Preferred Alternative is consistent to the maximum extent practicable with the enforceable polices of Maryland's Coastal Zone Management Program, and will not result in significant impacts to coastal zone resources. The Maryland Department of the Environment issued a conditional concurrence with the Navy's Coastal Consistency Determination in correspondence dated April 3, 2015. Therefore, there will be no significant impacts to water resources under the Preferred Alternative.

Biological Resources. Implementation of the Preferred Alternative will not have significant impacts to vegetation or wildlife. The Waffle Lot and Alumni Hall Lot sites are within an urban environment and existing vegetation provides minimal foraging potential for wildlife and very little suitable habitat. The Navy has determined that Alternatives 1A and 2A will not affect rare, threatened, or endangered species or critical habitat. In correspondence dated February 20, 2015, the U.S. Fish and Wildlife Service indicated that they have no comments on the proposed action. The Maryland Department of Natural Resources, Wildlife and Heritage Service concurred that the proposed action will not affect state listed rare,

threatened, or endangered species or critical habitat in a letter dated September 17, 2014. Therefore, there will be no significant impacts to biological resources under the Preferred Alternative.

Land Use. Implementation of the Preferred Alternative will be consistent with existing and recommended development within the USNA, per the NSA Annapolis Installation Master Plan. There will be short-term adverse impacts to parking capacity during the construction of the parking garage at the Alumni Hall Lot under Alternative 2A. However, there will be no significant impacts to land use under the Preferred Alternative.

Air Quality. Air emissions associated with the proposed construction of the CCSS building and parking garage are expected to be below *de minimis* levels established in the General Conformity Rule of the Clean Air Act (CAA). In addition, none of the operational air emissions would meet or exceed the thresholds of significance. The Navy has prepared a Record of Non-Applicability (RONA) for CAA conformity. Therefore, impacts to air quality from implementation of the Preferred Alternative will not be significant.

Noise. Operation of construction equipment and construction activities such as land clearing and excavation will result in minor short-term noise impacts. In addition, under Alternatives 1A and 2A, temporary and short-term impacts to noise receptors located within the vicinity of the Waffle Lot and Alumni Hall Lot sites will occur during pile driving activities. To minimize the noise impacts from pile driving, the Navy will require the contractor to develop and implement a noise monitoring plan that provides means and methods for controlling noise. Therefore, implementation of the Preferred Alternative will have no significant impacts to sensitive noise receptors from noise during construction activities.

Transportation. Under the Preferred Alternative, there are anticipated to be temporary impacts to both traffic and parking during construction of the parking garage at the Alumni Hall Lot (Alternative 2A), and temporary impacts to traffic during construction of the CCSS building at the Waffle Lot (Alternative 1A). Minor post-construction increases in traffic associated with the operation of the CCSS building and parking garage are expected. Traffic and parking impacts will be reduced through implementation of avoidance and minimization measures, including scheduling construction-related traffic outside of the traditional peak commuting periods, streamlining contractor

access, advising the USNA population of temporary street closures during building construction, and providing additional parking at other locations within the installation during construction of the parking garage. Following construction, there are expected to be minor beneficial impacts to existing pedestrian routes under Alternative 1A. There will be no impacts to pedestrian access under Alternative 2A. Therefore, there will be no significant impacts to transportation under the Preferred Alternative.

Infrastructure and Utilities. Construction and operation of the CCSS building and parking garage under the Preferred Alternative will not result in increased demand over current capacity levels for utilities serving the USNA. Short-term impacts may occur while water service lines are rerouted and the existing switchgear and generator are relocated under Alternative 1A, and while the high-temperature hot water line is relocated under Alternative 2A. With regard to stormwater management, the Preferred Alternative will be implemented in accordance with NSA Annapolis' existing Stormwater Pollution Prevention Plan, and will include bioretention areas and permeable pavement. Therefore, there will be no significant impacts to infrastructure or utilities under the Preferred Alternative.

Cultural Resources. A Phase IA archaeological investigation for the proposed action determined that the Waffle Lot and Alumni Hall Lot sites have been extensively disturbed and are unlikely to contain archaeological resources eligible for the National Register of Historic Places (NRHP). The Maryland State Historic Preservation Office (SHPO) concurred with this assessment in a letter dated September 26, 2014. Therefore, Alternatives 1A and 2A will have no effect to NRHP-listed or eligible archaeological resources. The effects to the USNA National Historic Landmark, Colonial Annapolis National Historic Landmark, and other NRHP-listed or eligible architectural resources from implementation of Alternative 1A could not be fully determined due to insufficient design information; therefore, the Navy developed a Programmatic Agreement in consultation with the Maryland SHPO (the Maryland Historical Trust), the Advisory Council on Historic Preservation, the National Park Service, and the Annapolis Historic Preservation Division to implement procedures for assessing effects and to set forth mitigation measures in the event there will be an adverse effect. With implementation of the Programmatic Agreement, the impacts to NRHP-listed or eligible architectural resources will not be significant. Under Alternative 2A, the Navy determined, in consultation with the Maryland SHPO, the proposed parking garage will have no adverse

effect on the USNA National Historic Landmark or other NRHP-listed or eligible architectural resources. At two stories tall, the parking garage will be lower in height than adjacent buildings, and will be banked into the existing site. In addition, the installation of an exterior cladding system of perforated zinc panels will contribute to the compatibility of the garage with the surrounding architecture. Consequently, implementation of Alternative 2A would not cause a change to significant features of the USNA National Historic Landmark that would diminish its historic integrity. In its letter dated December 16, 2014, the Maryland SHPO concurred with this finding and required continued consultation with the Navy on the design of the exterior zinc panels. Therefore, there will be no significant impacts to cultural resources under the Preferred Alternative.

Human Health and Safety. The Preferred Alternative will have minor short-term impacts on safety from potential hazards associated with construction activities. Site-specific health and safety plans will be developed, and a health and safety program will be implemented by the construction contractor to minimize potentially significant safety hazards to construction workers and the public for the duration of construction. All hazardous materials and waste used or generated during construction activities will be managed, transported, stored, and disposed of in accordance with USNA's Integrated Contingency Plan (ICP) and applicable federal, state, and local environmental and human health and safety regulations. Construction, demolition, and operations activities under Alternatives 1A and 2A will have no impact on any known Installation Restoration Program sites. Hazardous materials used for the general maintenance of the CCSS building and parking garage will be managed in accordance with the ICP and applicable federal and state regulations. The CCSS building will be designed to comply with Department of Defense antiterrorism/force protection standards. Therefore, no significant impacts to human health and safety will occur under the Preferred Alternative.

Socioeconomic Resources. There will be an increase of 40 new faculty and staff positions under the proposed action. However, the staff growth is expected to be gradual or drawn from an existing regional pool. No impacts to population and nominal beneficial impacts to the tax base are anticipated as a result of these faculty and staff positions. Construction spending will result in short-term beneficial socioeconomic impacts. The Preferred Alternative will not result in disproportionately high

and adverse human health or environmental effects on minority populations and low-income populations. Also, the Preferred Alternative will not result in environmental health risks and safety risks that may disproportionately affect children. Therefore, the Preferred Alternative will not result in significant impacts to socioeconomic resources.

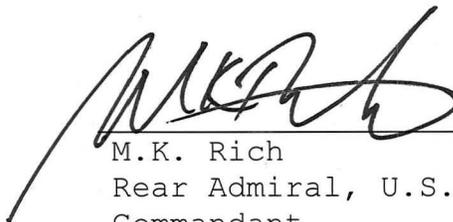
Finding

Based on the analysis contained in the EA and after considering the comments received on the Draft EA, 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. Therefore, preparation of an Environmental Impact Statement is not necessary.

The EA addressing this action is on file and interested parties may obtain a copy from: Ms. Anna Lubetski, 1314 Harwood Street SE, Building 212, Washington Navy Yard, Washington, DC 20374, or by e-mail to: anna.lubetski@navy.mil.

17 APR 2015

Date



M.K. Rich
Rear Admiral, U.S. Navy
Commandant
Naval District Washington