

**FINDING OF NO SIGNIFICANT IMPACT (FONSI)**  
**U.S. DEPARTMENT OF VETERANS AFFAIRS**  
**PROPOSED CONSTRUCTION AND OPERATION OF THE**  
**JACKSONVILLE NATIONAL CEMETERY PHASE 2 EXPANSION**  
**JACKSONVILLE, DUVAL COUNTY, FLORIDA**

## **1.0 Introduction**

The U.S. Department of Veterans Affairs (VA), National Cemetery Administration (NCA), completed a Final Site-Specific Environmental Assessment (SEA), included herein by reference, to identify, analyze, and document the potential physical, environmental, cultural, and socioeconomic impacts associated with the Proposed Action to construct and operate an approximately 50-acre cemetery expansion at the Jacksonville National Cemetery located at 4083 Lannie Road, Jacksonville, Duval County, Florida.

The Final SEA was prepared in accordance with the *National Environmental Policy Act* of 1969 ([NEPA]; 42 United States Code [USC] 4321 et seq.), the President's Council on Environmental Quality (CEQ) Regulations Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508), and VA's NEPA implementing regulations, 38 CFR Part 26 (*Environmental Effects of the Department of Veterans Affairs Actions*). This SEA tiers to and updates the analyses and findings presented in the 2006 Final EA for the site selection of the Jacksonville National Cemetery (VA, 2006).

## **2.0 Background**

NCA is responsible for providing cemetery services for Veterans and other eligible persons pursuant to the provisions of the *National Cemeteries Act of 1973* and other statutory authority and regulations. Under this mandate, NCA is responsible for the operation and maintenance of existing national cemeteries and the construction of new national cemeteries.

In 2003, NCA identified the need to construct a new National Cemetery to serve eligible Veterans and their family members residing in the northern Florida region. An Environmental Assessment (EA) completed in 2006 identified the potential impacts associated with the selection and conceptual development of a National Cemetery at two different properties, both located along Lannie Road (VA, 2006). VA subsequently purchased the approximately 526-acre property and completed a Master Plan ("2007 Master Plan") for the phased development of the proposed Jacksonville National Cemetery over the next 100 years (VA, 2007). The anticipated environmental impacts associated with each conceptual phase of development identified in the 2007 Master Plan were permitted by the St. Johns River Water Management District (SJRWMD) and the U.S. Army Corps of Engineers (USACE). These permits defined the mitigation actions, including creation of new wetlands and establishment of on-site preservation areas (where development was prohibited), for each proposed phase of development.

Based on the 2007 Master Plan and permits, construction of the Phase 1 cemetery began in 2008 and burials began in 2009. To date, only Phase 1 of the 2007 Master Plan has been constructed. The Phase 1 cemetery includes approximately 10,000 burial sites and the physical infrastructure needed to support the majority of planned future expansion phases, including an administration/public information center, maintenance building, committal service shelters, a main entrance, a drainage/stormwater management system, and utility connections. Mitigation for impacts associated with Phase 1 development was also completed.

In 2016, VA recognized that, due to gravesite depletion, the Phase 1 cemetery would reach full burial capacity within the next several years. Thus, VA determined a Proposed Action was warranted to extend the longevity of the Jacksonville National Cemetery in order to provide burial capacity for future generations of Veterans and their families in the northern Florida region.

Thus, the *purpose* of the Proposed Action is to enable NCA to continue providing interment benefits to the estimated 400,000 eligible Veterans and their families in northern Florida by extending the longevity of the Jacksonville National Cemetery.

Due to gravesite depletion, the Proposed Action is *needed* to allow NCA to continue meeting its goal of providing eligible Veterans with reasonable access to VA burial options in northern Florida.

### 3.0 Description of Proposed Action and Alternatives

#### 3.1 Proposed Action

Under the Proposed Action, a portion of the Phase 2 expansion identified in the 2007 Master Plan would be constructed within an approximately 50-acre area located in the central portion of the Jacksonville National Cemetery property. The expansion would provide casket, columbarium, and in-ground cremain sites; a roadway extension connecting the new and existing Phase 1 burial areas; landscaping; irrigation; and expansion of an existing stormwater retention basin used to manage stormwater runoff generated from new impervious surfaces and supply irrigation water to support the new landscaping. The Proposed Action would avoid development in preservation areas and implement mitigation specified for Phase 2 development in the 2007 Master Plan and USACE and SJRWMD permits. Major design elements of the Proposed Action are summarized in the following list and described in detail in the SEA, referenced herein.

- *Grading and filling* – The elevation of selected portions of the proposed Phase 2 expansion area would be raised using suitable excess soil obtained from creating the enlarged stormwater retention pond, with additional fill material acquired from an off-site borrow area. The graded, finished elevation would prevent flooding of burial areas and roadways and allow runoff to be directed toward the existing and newly expanded stormwater retention basins.
- *Burial Sections* – The new burial sections would provide capacity for approximately 18,460 in-ground burials, including 8,050 pre-placed crypts, sections for in-ground cremains, and 250 traditional burial sites. New columbarium would provide approximately 5,560 niches.
- *Roadways* – A new roadway would be constructed to connect the new burial sections to the northeastern end of the existing Phase 1 cemetery roadway. The new roadway would be graded, compacted, and paved with asphalt. The roadway would be approximately 20-24 feet wide. No other modifications to existing roadways would be required. No new parking areas would be created. Visitors would be able to park on roadway shoulders adjacent to burial sections.
- *Stormwater Management* – The approximately 6.5-acre Phase 1 stormwater retention basin, located within the northern portion of the Phase 2 expansion area, would be enlarged by approximately 3 acres. The expanded basin would have sufficient capacity to contain stormwater runoff from new impervious surfaces, primarily associated with the new roadway. The water level would continue to be balanced with the other existing stormwater basin through underground piping.
- *Irrigation and Landscaping* – The current on-site irrigation utility piping would be extended, and new piping installed, to support new landscaping in the Phase 2 expansion area. Irrigation water would be supplied by surface water obtained from the existing and the newly expanded stormwater retention basins. The new landscaping would include grasses (Celebration Bermuda Grass) and ornamental shrubs/trees (Southern live oak, elm, saw palmetto, Walters viburnum, *Loropetalum*).

The Proposed Action includes the following specific design elements to avoid impacts to environmentally sensitive resources and, when avoidance is not feasible, to mitigate for those impacts per USACE and SJRWMD permits.

- *Surface water* – Impacts would be limited to approximately 0.33 acres within two drainage ditches.
- *Wetlands* – Impacts would be limited to approximately 11.87 acres of mixed hardwoods in the western portion of the Phase 2 development area, improved pastures in the southwestern and western portions of the Phase 2 area, and along the northern edge of the existing Phase 1 stormwater retention basin during its expansion.
- *Mitigation* – Impacts to surface water drainage ditches and wetlands would be mitigated for by

creating approximately 27.97 acres of wetland on VA property located south of Lannie Road and preserving an additional 2.77 acres of uplands. This mitigation plan complies with SJRWMD and USACE permits. VA would submit construction drawings to SJRWMD for concurrence. Following wetland creation, VA would conduct monitoring to demonstrate permit compliance.

- *Avoidance and Protection of Listed Species* – Prior to construction, surveys for gopher tortoises and eastern indigo snakes would be conducted. If present within the development boundary, individual gopher tortoises would be relocated to an approved off-site recipient location. Protection measures for eastern indigo snakes would also be performed during construction.

The Proposed Action would extend the longevity of the Jacksonville National Cemetery and accommodate long-term burial needs of future generations of Veterans and their families residing in northern Florida. Therefore, the Proposed Action would meet the purpose and need for action. It is consistent with the 2007 Master Plan and existing federal and state permits. Thus, no other reasonable action alternatives were carried forward for analysis in the SEA.

### **3.2 No Action Alternative**

In addition to the Proposed Action, VA evaluated a No Action Alternative as required by CEQ (40 CFR 1502.14). The No Action Alternative reflects the status quo and provides a comparative baseline against which to analyze the effects of the Proposed Action.

Under the No Action Alternative, the Proposed Action would not be implemented. The capacity of the Jacksonville National Cemetery would not be increased beyond the Phase 1 cemetery. Due to gravesite depletion, long-term reasonable access to burial benefits at the Jacksonville National Cemetery would not be provided to the estimated 400,000 Veterans and their families residing in northern Florida. Veterans who chose burial benefits at a National Cemetery would be required to select a National Cemetery located more than 75 miles from northern Florida. The nearest National Cemeteries with available capacity include Cape Canaveral National Cemetery in Titusville, approximately 150 miles to the south; Florida National Cemetery in Bushnell, 160 miles to the south; Tallahassee National Cemetery, 175 miles to the west; and South Florida National Cemetery in Lake Worth, 310 miles to the south.

Requiring travel of more than 75 miles is considered an undue burden to obtain burial benefits and would also create a hardship for the survivors of deceased Veterans wanting to attend funerals and visit gravesites. This burden could cause eligible Veterans and their family members to resort to private burials, depriving them of the honor and privilege bestowed upon them by a grateful nation for their service to their country. Therefore, the No Action Alternative would not meet the purpose and need for action and would not comply with the *Service Members Civil Relief Act*.

### **4.0 Summary of Environmental Consequences**

As documented in the SEA, VA concludes that no significant adverse impact, considered individually or cumulatively, would result from implementing the Proposed Action on any of the environmental resource topics analyzed in the SEA.

Where potential adverse impacts to the environment are anticipated, the Proposed Action incorporates design and management measures to further minimize and maintain those impacts to less-than-significant or negligible levels. These design and management measures are described in detail in the SEA and summarized in Attachment A to this FONSI.

This FONSI also summarizes the anticipated adverse and beneficial impacts associated with implementing the Proposed Action to each environmental resource topic analyzed in the SEA. The Proposed Action would have no adverse or beneficial impact on geology, coastal zone management, floodplains, land use, parking, or environmental justice; therefore, these topics are excluded from the following summary.

**Air Quality.** Short-term, direct, less-than-significant adverse impacts could occur from operating diesel-fueled construction equipment during grading, construction of interment areas, bridge/roadways, and associated infrastructure improvements. Non-road construction vehicles would generate criteria pollutant emissions and land clearing and grading activities would generate fugitive dust and fine particulate emissions. To minimize these potential impacts, construction equipment would be maintained in good working order, idling would be limited to less than five minutes, and BMPs to suppress dust and stabilize exposed soils would be implemented to further minimize particulate emissions. All anticipated emissions would be below the National Ambient Air Quality Standards (NAAQS) General Conformity Rule *de minimus* thresholds.

Operational sources of air emissions would be generated from visitors' vehicles traveling through the Phase 2 cemetery expansion and maintenance vehicles for mowing and burials. These activities would result in a negligible increase in overall emissions.

**Cultural Resources.** Based on prior archaeological investigations, concurrence of no adverse affect from the Florida State Historic Preservation Office, and no objections from the Seminole Tribe of Florida, no archaeological resources are anticipated to be encountered during construction or operation of the Proposed Action. The Proposed Action incorporates an inadvertent discovery plan to further avoid impacts in the event archaeological resources are encountered during construction or operation.

**Topography.** Construction of the Phase 2 expansion would require elevating burial areas and roadways to avoid flooding and to facilitate stormwater drainage toward retention basins. The minimal adverse impact associated with modifying the existing topography would be further minimized by maintaining the generally flat topography of the area and grading the Phase 2 cemetery similar to the Phase 1 cemetery. Therefore, the Proposed Action would have a long-term, less-than-significant adverse impact on topography.

**Soils.** Construction of the Proposed Action could have a short-term, less-than-significant adverse impact on soils due to increased potential for soil erosion and sedimentation of stormwater run-off. These potential impacts would be minimized by implementing construction BMPs specified in the Soil Erosion and Sedimentation Control (SESC) plan and a to-be-obtained Florida National Pollution Discharge Elimination System (NPDES) Construction Generic Permit.

**Surface Water and Wetlands.** Construction of the Phase 2 expansion would require filling approximately 11.87 acres of jurisdictional wetlands in the western portion of the property and the development of an additional 3 acres of wetlands to expand the northern edge of the existing stormwater retention basin. Additionally, approximately 0.33 acres of drainage ditches would be filled. Mitigation for these impacts includes creating 27.97 acres of wetlands on VA property south of Lannie Road and preserving 2.77 acres of uplands. This mitigation ensures that adverse impacts to surface water and wetland resources are maintained at short-term, direct, less-than-significant levels.

**Wildlife and Habitat.** Short- and long-term, less-than-significant impacts to wildlife and habitat could occur from construction activities that would permanently convert approximately 50 acres of improved pasture to landscaped cemetery grounds. This would remove existing habitat for the state-listed little blue heron and potential core foraging area for an active wood stork colony. These impacts would be minimized by creating the 27.97 acres of new wetlands, which would provide habitat compensation to sufficiently replace the foraging value of lost habitat for these and other species of wildlife. Additionally, surveys to avoid impacts to gopher tortoises and eastern indigo snakes would be performed prior to construction. If required, gopher tortoises would be relocated under a permit obtained from the Florida Fish and Wildlife Conservation Commission. US Fish and Wildlife protection measures for the eastern indigo snake would also be implemented during construction.

**Noise.** Short- and long-term, less-than-significant impacts to sensitive noise receptors could occur due to noise generated from heavy construction equipment used for grading, road and infrastructure construction, and from construction workers traveling on Lannie Road to and from the construction site. Noise impacts would be minimized by scheduling construction activities away from memorial services and providing construction workers with hearing protectors. Current operational noises including mowing and other routine maintenance activities would also occur in the Phase 2 expansion area. Operational impacts would be minimized by scheduling these activities at burial sections when memorial services are not actively occurring.

**Socioeconomics.** Short-term, direct, less-than-significant beneficial impact on socioeconomics could occur through the employment of local skilled and non-skilled workers and purchasing of materials from local or regional suppliers during construction of the Phase 2 expansion. Extending the operational longevity of the Jacksonville National Cemetery would increase the number of visitors to the area. These visitors may utilize local supporting businesses (restaurants, lodging, service stations), providing a negligible benefit to the local economy. Additionally, visitors to the Jacksonville National Cemetery who also reside in northern Florida would be able to avoid costs otherwise associated with traveling longer distances to a National Cemetery located outside of this region.

**Community Services.** Direct, long-term, significant beneficial impacts would occur by providing additional burial capacity at the Jacksonville National Cemetery, benefiting Veterans and their families residing in northern Florida. No impacts would occur to other community services (e.g. police, fire, medical, schools, housing).

**Solid and Hazardous Materials.** Short-term, direct, negligible adverse impacts could occur from generating excess solid wastes during construction. To minimize impacts, excess construction materials would be recycled to the maximum extent practicable or transported off-site for disposal. Suitable excess soils would be used as fill to raise the elevation of Phase 2 burial areas and roadways. Operation would generate a negligible increase in solid wastes typically generated by cemetery operations, including memorial decorations and a minimal volume of excess soils. Licensed workers would perform any pesticide or herbicide applications according to product labels.

**Transportation and Parking.** Short-term, direct, less-than-significant adverse impacts could occur during travel of construction vehicles to and from the Phase 2 construction site via Lannie Road. To minimize potential impacts, construction vehicles would access the Phase 2 construction site from the gravel access road east of the main entrance on Lannie Road. Flaggers may be used to warn drivers of slower moving construction vehicles entering or exiting this access road. Additionally, the BMPs identified for aesthetics and soils would be implemented to prevent tracking construction debris and soil onto Lannie Road.

**Utilities.** Long-term, direct, less-than-significant adverse impacts during operation could occur due to increased use of electricity required to operate irrigation water pumps. To minimize this impact, the Phase 2 expansion would require irrigation of only approximately 20 acres of new landscaping. Thus, the additional electrical use would pose a negligible demand on the electrical utility and would not decrease service quality to other utility customers in the region.

**Public Controversy.** Implementing the Proposed Action would be perceived as a positive development within the community; therefore, it would not generate substantial adverse public controversy.

## **5.0 Cumulative Impacts**

Impacts from implementing the Proposed Action, in combination with those from past, present, and reasonably foreseeable future developments at and in the vicinity of the Jacksonville National Cemetery, are not anticipated to increase the intensity of impacts to a significant adverse level for any of the environmental resource topics analyzed in this SEA.

## 6.0 Impact Minimization Measures.

To ensure impacts to the environment remain at or below less-than-significant adverse levels, VA would implement the management, avoidance, and regulatory compliance measures identified in the SEA, which are also summarized in Attachment A to this FONSI. These measures include construction and operational BMPs, and mitigation for surface water and wetland impacts and monitoring specified in existing USACE and SJRWMD permits.

## 7.0 Agency and Public Comment

VA notified relevant federal, state, and local agencies, and Native American Tribes, to allow them sufficient time to make known their environmental concerns that are specific to this Proposed Action. Upon the release of the Draft SEA, VA mailed letters to notify the federal, state, and local agencies of the opportunity to review the Draft SEA and provide comments within a 30-day period beginning on December 3, 2018. Comments were received from USEPA, the Seminole Tribe of Florida, and the Florida State Clearinghouse. None of the comments were in opposition to the Proposed Action and did not require revisions to the conclusions in the Draft SEA. Comments have been incorporated into the Final SEA.

VA also made the Draft SEA available for public review and comment from December 4, 2018, to January 16, 2019. A Notice of Availability (NOA) announcing the release of the Draft SEA was published in the Florida Times-Union on December 4, 9, 14, and 16, 2018. The NOA indicated that the Draft SEA was available in print at the Jacksonville National Cemetery and the Jacksonville Public Main Library, and in electronic format from VA's website at <http://www.cem.va.gov/cem/EA.asp>. No public comments on the Draft SEA were received during the review period.

## 8.0 Finding of No Significant Impact

As a result of the analysis of impacts in the SEA, summarized and incorporated by reference herein, it is the conclusion of VA that, with the implementation of appropriate management, avoidance, and regulatory compliance measures included herein as Attachment A, the Proposed Action would not generate significant public controversy and would cause no significant impact of an adverse nature on the quality of the natural or human environment within the meaning of Section 102(2)(c) of the NEPA of 1969. Therefore, per the NEPA, the CEQ regulations, and 38 CFR Part 26, I am signing this FONSI, and preparation of an Environmental Impact Statement for the Proposed Action is not required.

Stephan J Frank  
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11 APR 2019

Director, National Cemetery Association  
Southeast District

Date

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11 April 2019

Fernando Fernandez  
Environmental Officer  
VA Construction and Facilities Management Office

Date

**ATTACHMENT A**

**Best Management Practices, Environmental Avoidance and Protection Measures, and Regulatory Compliance Measures Incorporated into the Proposed Action**

<b><i>AESTHETICS</i></b>
<b>Construction</b>
<ul style="list-style-type: none"> <li>Control fugitive dust emissions through routine construction BMPs, including covering haul trucks and minimizing construction vehicle speeds entering and exiting the site.</li> </ul>
<ul style="list-style-type: none"> <li>As needed, install view-restricting fencing between the expansion area and the existing cemetery burial sections to reduce visual impacts to visitors.</li> </ul>
<ul style="list-style-type: none"> <li>Retain the southern tree-lined border between the Phase 2 cemetery and Lannie Road.</li> </ul>
<ul style="list-style-type: none"> <li>Access the Phase 2 construction site from the gravel access road east of the main entrance to avoid disrupting the solemnity of Phase 1 memorial services.</li> </ul>
<b>Operation</b>
<ul style="list-style-type: none"> <li>Plant native, non-invasive vegetation and professionally maintain the landscaped areas consistent with existing cemetery operations.</li> </ul>
<ul style="list-style-type: none"> <li>Maintain the cemetery entrance and grounds, and conduct maintenance activities (mowing, memorial cleaning) on a schedule that limits potential disruptions to committal services.</li> </ul>
<b><i>AIR QUALITY</i></b>
<b>Construction</b>
<ul style="list-style-type: none"> <li>Use appropriate dust control methods during construction activities, including but not limited to water sprays, chemical soil additives, and wheel washers (gravel entrance areas).</li> </ul>
<ul style="list-style-type: none"> <li>Suspend construction activities during periods of sustained high winds to avoid releasing dust to the air.</li> </ul>
<ul style="list-style-type: none"> <li>Reduce vehicle speeds to reduce dust generated by vehicles and equipment on unpaved surfaces.</li> </ul>
<ul style="list-style-type: none"> <li>Turn off construction vehicles when not in use or idling more than five minutes.</li> </ul>
<ul style="list-style-type: none"> <li>To the extent practicable, implement diesel emission controls for off-road and on-road construction equipment described by the Northeast Diesel Collaborative <i>Model Contract Specification</i> dated December 2010.</li> </ul>
<b>Operation</b>
<ul style="list-style-type: none"> <li>Keep landscaping and maintenance equipment (mowers, power washers used to clean monuments, etc.) in good working order.</li> </ul>
<b><i>CULTURAL RESOURCES</i></b>
<b>Construction and Operation</b>
<ul style="list-style-type: none"> <li>Should human remains or other cultural items as defined by the Native American Graves Protection and Repatriation Act (NAGPRA) be discovered during project construction, the construction contractor will immediately cease work until VA, a qualified archaeologist, the State Historic Preservation Officer (SHPO), and Native American Tribes are contacted to properly identify and appropriately treat discovered items in accordance with applicable federal and state regulations.</li> </ul>
<b><i>GEOLOGY, TOPOGRAPHY, AND SOILS</i></b>
<b>Construction</b>
<ul style="list-style-type: none"> <li>Develop a soil erosion and sedimentation control (SESC) plan, and install and maintain the erosion and sediment controls during the duration of construction activities and any subsequent soil disturbance activities near site drainages. Such controls may include silt fences, runoff control berms, erosion control fabric, synthetic hay bales, and rip-rap.</li> </ul>
<ul style="list-style-type: none"> <li>Minimize the amount of exposed soils at any given time during construction activities.</li> </ul>

<ul style="list-style-type: none"> <li>• Quickly re-vegetate disturbed areas following completion of construction activities to minimize the length of time that bare soils are exposed.</li> </ul>
<ul style="list-style-type: none"> <li>• Minimize the disturbance to or creation of steep slopes (do not exceed 15% slopes).</li> </ul>
<ul style="list-style-type: none"> <li>• To reduce erosion and sedimentation of stormwater, provide an undisturbed natural buffer between the development/disturbance area and surface drainages, and direct stormwater runoff to vegetated areas and/or existing stormwater basins.</li> </ul>
<ul style="list-style-type: none"> <li>• To control stormwater and reduce potential soil erosion and sedimentation, develop and implement a Stormwater Pollution Prevention Plan (SWPPP) meeting the requirements of the FDEP National Pollution Discharge Elimination System (NPDES) Construction Generic Permit and the SJRWMD Environmental Resource Permit (ERP) (Chapter 62-330, FAC).</li> </ul>
<ul style="list-style-type: none"> <li>• Implement spill and leak prevention and response procedures for construction equipment, including maintaining a complete spill kit at the project area, to minimize the potential impact from an accidental fuel release on soil quality. Refuel construction equipment in designated impervious areas.</li> </ul>
<ul style="list-style-type: none"> <li>• Re-use suitable excess soils as fill material on-site to the maximum extent practicable.</li> </ul>
<p><b>Operation</b></p>
<ul style="list-style-type: none"> <li>• Maintain the stormwater management systems (described under construction) during operation of the Proposed Action.</li> </ul>
<ul style="list-style-type: none"> <li>• Avoid soil erosion and sedimentation of runoff by maintaining stormwater management systems so these systems meet their design requirements throughout operation of the Proposed Action.</li> </ul>
<ul style="list-style-type: none"> <li>• Maintain cemetery grounds with healthy vegetative cover to prevent soil exposure and soil erosion.</li> </ul>
<p><b>HYDROLOGY AND WATER QUALITY</b></p>
<p><b>Construction and Operation</b></p>
<ul style="list-style-type: none"> <li>• Implement the BMPs listed above for Geology, Topography, and Soils.</li> </ul>
<ul style="list-style-type: none"> <li>• Comply with USEPA Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the EISA (USEPA, 2007) to the maximum extent technically feasible through engineering and design controls.</li> </ul>
<ul style="list-style-type: none"> <li>• Comply with the SJRWMD requirement that the post-development site have a combined site and soil stormwater storage equivalent to the pre-development condition (FAC Rule Chapter 40C-41: <i>Surface Water Management Basin Criteria</i>).</li> </ul>
<ul style="list-style-type: none"> <li>• Utilize native, non-invasive, drought-resistant vegetation for area landscaping to reduce irrigation requirements.</li> </ul>
<ul style="list-style-type: none"> <li>• Ensure the SWPPP is updated should any post-construction stormwater modifications be made.</li> </ul>
<ul style="list-style-type: none"> <li>• Route stormwater runoff from impervious surfaces to designated stormwater basins and drainage areas.</li> </ul>
<ul style="list-style-type: none"> <li>• Implement spill and leak prevention and response procedures, including maintaining a complete spill kit on heavy equipment, to reduce the impacts of incidental releases of fluids from construction/maintenance vehicles to groundwater quality.</li> </ul>
<ul style="list-style-type: none"> <li>• If the dewatering duration does not exceed 30 days, the dewatering quantity is less than 300,000 gallons per day, and the dewatering activity meets all the other exemption criteria in Rule 40C-2.051(7), FAC, the proposed construction would qualify for a Permit by Rule through the SJRWMD. If dewatering activities exceed any of the thresholds, then a notice of dewatering activities would be required for submittal to SJRWMD.</li> </ul>
<ul style="list-style-type: none"> <li>• Time construction activities outside of the wet season when areas of the site are inundated with water, to the extent practicable.</li> </ul>
<ul style="list-style-type: none"> <li>• Limit use of pesticides and herbicides during operations, follow label requirements and keep usage to the lowest quantities possible, thereby reducing the potential for water quality impacts.</li> </ul>

<ul style="list-style-type: none"> <li>• Design, construct and maintain interments to avoid contact with groundwater.</li> <li>• Utilize the existing and/or new stormwater retention basins to supply irrigation water, and implement VA’s water conservation design guidelines to reduce irrigation water demand.</li> </ul>
<b>HABITAT AND WILDLIFE</b>
<b>Construction</b>
<ul style="list-style-type: none"> <li>• Complete mitigation and monitoring requirements specified in the existing USACE and SJRWMD ERP permits applicable to the Phase 2 development area.</li> <li>• Avoid impacts to wildlife and habitats by developing only the necessary area needed to establish interment areas, roadways, and other physical infrastructure, as depicted in VA’s 2007 Master Plan (VA, 2007).</li> <li>• Entirely avoid development within the existing conservation areas.</li> <li>• Stage and operate construction equipment in designated areas and away from conservation areas when not in use.</li> <li>• Prior to construction, survey for and excavate all possible underground refugia (i.e. gopher tortoise burrows). If warranted, implement Gopher Tortoise permitting, mitigation, and relocation actions according to the FWC Guidelines (FWC, 2017).</li> <li>• Incorporate the USFWS <i>Standard Protection Measures for the Eastern Indigo Snake</i> (USFWS, 2013) in the Proposed Action construction plans.</li> </ul>
<b>Operation</b>
<ul style="list-style-type: none"> <li>• Plant and maintain native, non-invasive vegetation in landscaped areas.</li> <li>• Avoid impacting wildlife and degrading habitat by implementing the BMPs described above for construction, and those described for operation under Soils and Hydrology and Water Quality.</li> </ul>
<b>NOISE</b>
<b>Construction</b>
<ul style="list-style-type: none"> <li>• Schedule construction activities for daylight hours to minimize potential impacts to nearby residential areas during otherwise quieter evening periods.</li> <li>• Schedule notably loud construction activities for a time that would not disrupt memorial services.</li> <li>• Maintain mufflers on construction equipment and shut down construction equipment when not in use (limit engine idling to less than five minutes).</li> <li>• Comply with OSHA noise standards by provide hearing protectors to workers who may be exposed to loud equipment.</li> </ul>
<b>Operation</b>
<ul style="list-style-type: none"> <li>• Maintain mufflers on routine maintenance equipment (e.g. lawn mowers) and shut down equipment when not in use.</li> <li>• Operate maintenance equipment during daylight working hours and away from committal services, thereby maintaining the dignity and solemnity of memorial services.</li> </ul>
<b>FLOODPLAINS, WETLANDS, AND COASTAL ZONE MANAGEMENT</b>
<b>Construction and Operation</b>
<ul style="list-style-type: none"> <li>• Submit construction design plans and mitigation approach to SJRWMD for review and approval that the plans are consistent with the existing ERP.</li> <li>• Complete mitigation and monitoring requirements specified in the existing USACE and SJRWMD ERP permits applicable to the Phase 2 development area.</li> <li>• Implement the management measures specified above for Soils and Hydrology to prevent sedimentation of runoff, and prevent such runoff from reaching wetlands.</li> </ul>

<b><i>SOLID WASTE AND HAZARDOUS MATERIALS</i></b>
<b>Construction</b>
<ul style="list-style-type: none"> <li>• Transport cleared vegetation off-site for composting.</li> <li>• Re-use suitable excess soils on site as fill.</li> <li>• Containerize excess construction materials in a designated area within the construction site and transport off-site for recycling. Materials that cannot be recycled may be landfilled off-site.</li> <li>• Comply with VA's solid and hazardous materials standard operating procedures (SOPs) and management measures specified in NCA Master Construction Specifications.</li> </ul>
<b>Operation</b>
<ul style="list-style-type: none"> <li>• Continue managing solid wastes (flowers, visitor debris) according to the solid waste management program currently in place at the Jacksonville National Cemetery.</li> <li>• Stockpile excess soils at the maintenance complex.</li> </ul>
<b><i>TRANSPORTATION AND PARKING</i></b>
<b>Construction</b>
<ul style="list-style-type: none"> <li>• Construction vehicles traveling to and from the proposed expansion area would be required to use the gravel roadway entrance, located along Lannie Road and east of the Jacksonville National Cemetery main entrance.</li> <li>• Utilize flaggers to notify oncoming traffic of slower construction vehicles entering or exiting Lannie Road from the construction entrance, as warranted.</li> <li>• Route construction vehicle traffic away from roadways within the existing Phase 1 cemetery to avoid interfering with committal service processions. If travel on Phase 1 roadways is required, schedule such travel to avoid processions.</li> </ul>
<b><i>UTILITIES</i></b>
<b>Operation</b>
<ul style="list-style-type: none"> <li>• Utilize the existing and newly expanded stormwater retention basin system to supply irrigation water, and implement VA's water conservation design guidelines and SOPs to reduce electrical demand (associated with operating irrigation water supply pumps).</li> </ul>