

DRAFT FINDING OF NO SIGNIFICANT IMPACT (FONSI)

CONSTRUCTION OF A FIRE CRASH/RESCUE STATION AND

ENLISTED UNACCOMPANIED HOUSING FACILITY – VANCE AFB

Pursuant to provisions of the National Environmental Policy Act (NEPA), Title 42 *United States Code* (USC) § 4321 et seq.; Council on Environmental Quality (CEQ) Regulations at 40 *Code of Federal Regulations* (CFR) Parts 1500–1508; and 32 CFR Part 989, *Environmental Impact Analysis Process (EIAP)*, the United States (US) Air Force (Air Force) prepared the attached Environmental Assessment (EA) to address the potential environmental consequences associated with multiple development projects at Vance AFB, Oklahoma.

Purpose and Need

The purpose of the projects under the Proposed Action is to provide updated facilities to accommodate current and future mission and facility spacing requirements for fire, rescue, and emergency services, as well as to provide updated facilities to accommodate current and future mission and facility spacing requirements for housing enlisted unaccompanied Aircrew. The projects are needed to address deficiencies in the current facilities that prevent Vance AFB from meeting current and future mission needs. The needs for the proposed projects are outlined below.

Fire Crash/Rescue Station

The existing fire crash/rescue station (Building 140) is undersized, has improper configuration, and does not meet current and future mission needs as required in Department of Air Force Manual (DAFMAN) 32-1084, *Facility Requirements Standards*, and United Facilities Criteria (UFC) 4-730-10, *Fires Stations*. The components in the existing facility are aging, and a modern, right-sized facility is needed to bring Vance AFB into compliance with health and safety regulations as outlined in DAFMAN 32-1084, UFC 4-730-10, the *Architectural Barriers Act of 1968* (42 USC § 4151 et seq.) (ABA), and the *Americans with Disabilities Act of 1990* (42 USC § 12101) (ADA). The configuration of the apparatus bays at the current fire crash/rescue station creates operational inefficiencies and increases risk of damage to the vehicles and the building. With the inability to maneuver the apparatus in and out of the bay efficiently, airfield response times have, on occasion, been delayed.

Enlisted Unaccompanied Housing Facility

The enlisted unaccompanied housing (UH) facility component of the Proposed Action is needed to address characteristics in existing UH housing that affect troop readiness, morale, and quality of life. The current kitchen areas in Buildings 421 and 423 are undersized to meet current and future mission demands; Vance AFB has limited dining facilities for enlisted personnel. The Proposed Action is also needed to bring Vance AFB into compliance with ABA and ADA standards, as neither facility has an elevator. The low ceiling height has caused increased difficulty of maintaining and replacing mechanical components. In addition, condensation from the heating, ventilation, and air conditioning (HVAC) units has caused recurring water leaks and flooding in the facilities. It is very costly to maintain, renovate, and improve the existing spaces due to structural constraints. Communal areas in Buildings 421 and 423 are underutilized, lack amenities, and cannot easily be modified or updated. The building entrance for both facilities is a single passageway that does not connect to a communal space, which leads to a lack of interaction and sense of community for the residents of the facility.

Description of Proposed Action and Alternatives

The 71st Flying Training Wing proposes to construct a fire crash/rescue station and an enlisted UH facility. These projects were selected based on current and future mission needs at Vance AFB.

Fire Crash/Rescue Station – Alternative 1

Alternative 1 would consist of construction of a new fire crash/rescue station on the flightline north of Building 140, east of the flightline, west of Elam Road. The new station would be constructed over the site where Buildings 61, 62, and 133 currently exist including residential space for fire rescue responders, administrative spaces for fire rescue personnel, dispatch suite, training space, equipment and maintenance rooms, apparatus bays, utility rooms, storage, and restrooms. A hardened area also would be constructed per UFC 4-730-10 and UFC 3-301-01 to provide fire rescue occupants a place to shelter during a storm event. In addition to construction of the new station, this alternative includes:

- Demolition of Building 61 liquid oxygen tank area, Building 62 liquid oxygen control area, Building 133, and T-38 line shack.
- Removal and replacement of pavements and concrete sidewalks from Flightline Road East to Elam Road.
- Relocation and replacement of underground utilities including storm sewer, natural gas, sanitary sewer, water, fiber optic and copper cable communication, and electrical in the project area. This would also include construction of concrete pads for electrical equipment.

Fire Crash/Rescue Station – Alternative 2

Alternative 2 would consist of construction of a new fire crash/rescue station north of Building 140 and Hangar 129, east of the flightline, west of Elam Road, and south of the fuel storage area. The new station would be constructed over the site where Buildings 119, 121, 122, and 125 currently exist.

- Demolition of Buildings 119, 121, 122, and 125.
- Construction of a replacement for Building 122 to the northwest of Hangar 141 on the flightline. This relocation would also require demolition and relocation of Building 118, which is used for oxygen tank storage. Building 118 would be relocated and constructed on the flightline south of Building 128, west of Building 130, and north of Hangar 141.
- Provision of temporary facilities to house the functions of aerospace ground equipment (AGE) Buildings 119, 121, and 125 during construction. Once construction of the new station is complete and the Fire Department has moved into the new station, Building 140 would be renovated to permanently house the AGE functions of Buildings 119, 121, and 125. Renovation would include interior structural, electrical, HVAC, and plumbing modifications as well as mold remediation.
- Relocation of a 5,000-gallon deicer tank with secondary containment located near Building 121. The tank and containment would be moved to the temporary AGE facilities and then eventually moved to Building 140 once renovation is complete.
- Removal and replacement of pavements and concrete sidewalks from Flightline Road East to Elam Road.
- Relocation and replacement of underground utilities including storm sewer, natural gas, sanitary sewer, water, fiber optic and copper cable communication, and electrical in the project area. This would also include construction of concrete pads for electrical equipment.

Fire Crash/Rescue Station – Alternative 3

Under Alternative 3, the Air Force would renovate Building 140 and implement other associated construction work within the vicinity of Building 140. The fire crash/rescue station would remain operational to respond to emergency calls throughout renovation and construction activities.

- Construction of an addition on the southeast corner of Building 140 to provide new offices, training rooms, public restrooms, and a storm shelter. The addition would also free up operational space within Building 140 to use for other purposes.

- Demolition of three offices in the southeast corner of Building 140 and pavements to construct the new addition and sidewalks and parking areas. In addition, pavements would be demolished on the west side of Building 140 to improve site drainage.
- Renovation of Building 140, including repairing structural damage; installing new windows and doors; replacing the roof; installing new vehicle exhaust, HVAC, and fire protection systems; reconfiguring the apparatus bay and doors to meet UFC and other regulatory requirements; constructing a new laundry room and restrooms; making the facility ABA and ADA compliant; renovating and painting the interior and exterior of the facility; and replacing interior and exterior utilities.
- Remediation of mold damage, including removing and replacing affected ceilings, walls, finishes, insulation, fixtures, and other impacted areas.
- Relocation and replacement of storm sewer utilities, grading of the site to promote positive drainage away from the building, and removal of some landscaped areas.

Enlisted Unaccompanied Housing Facility – Alternative 1

Under Alternative 1, the Proposed Action would include construction of a new enlisted UH facility, demolition of Buildings 421 and 423, and associated construction work within the vicinity of the dormitory campus including:

- Demolition of the existing enlisted UH Buildings 421 and 423 along with the covered pavilion area, basketball and volleyball courts, and other infrastructure to construct the new facility. Demolition would be done in phases. Building 421 would be demolished at the start of the project and Building 423 would continue to be used during construction. Some enlisted Aircrew would move to the Officers' Quarters during construction, and the Officers would move off Base. Building 423 would be demolished at the end of construction and the area would be reclaimed to grass.
- Construction of a new enlisted UH facility on the same site as the existing enlisted UH facilities between Thompson Avenue, Fields Street, Weaver Avenue, and the Bowling Alley (Building 345). The new facility would be a three-story building and include 104 dormitory rooms and shared activity spaces for enlisted occupants. The new facility would include a hardened area to provide dormitory personnel and occupants with a place to shelter during a storm event.
- Relocation of the static display.
- Mill, overlay, and restriping of the surrounding street pavements and the parking lot to the northeast of the dormitory campus between Building 421 and the Bowling Alley (Building 345).
- Relocation and replacement of concrete sidewalks.
- Relocation and replacement of underground utilities including storm sewer, natural gas, sanitary sewer, water, fiber optic and copper cable communication, and electrical in the project area. This would also include construction of concrete pads for electrical equipment.

Enlisted Unaccompanied Housing – Alternative 2

Under Alternative 2, the Proposed Action would include renovation of Buildings 421 and 423, and associated construction work within the vicinity of the dormitory campus including:

- Renovation of the exterior and interior of Buildings 421 and 423. The proposed renovation activities have not yet been decided and a planning charrette is currently being developed to determine what is needed for each facility. Potential renovation activities could include converting some rooms into additional social gathering spaces; increasing the size of the kitchens; updating rooms, walls, ceilings, and doors; repairing hallway ceiling heights; connecting the entrances to communal spaces; upgrading appliances and equipment; improving security; making the facilities ABA and ADA compliant; replacing or upgrading the HVAC system and other utilities; and replacing the roof.

- Construction of an exterior elevator on each facility. The location of these elevators would be determined during design.
- Mill, overlay, and restriping of the surrounding street pavements and the parking lot to the northeast of the dormitory campus between Building 421 and the Bowling Alley (Building 345).
- Relocation and replacement of concrete sidewalks.
- Renovation of the courtyard, covered parking, and barbeque area.
- Construction of a temporary housing facility to use while the existing facilities are being renovated.
- Relocation and replacement of underground utilities to support the temporary housing facility and renovation of Buildings 421 and 423, including storm sewer, natural gas, sanitary sewer, water, fiber optic and copper cable communication, and electrical in the project area. This would also include construction of concrete pads for electrical equipment.

No Action Alternative

Under the No Action Alternative, the Air Force would not implement the proposed projects. The existing fire crash/rescue station and enlisted UH facility would continue to degrade and would not accommodate current and future mission and facility spacing requirements. In addition, activities that occur in the existing facilities would continue to operate in substandard and congested conditions; health, safety, and welfare deficiencies would still exist; facilities would not be in compliance with ABA and ADA standards; aging facilities and infrastructure would require extensive and costly upkeep; and inefficient workarounds to meet mission requirements would continue.

Summary of Findings

Potentially affected environmental resources were identified through communications with state and federal agencies and review of past environmental documentation. Specific environmental resources with the potential for environmental consequences include; land use; air quality; earth, water, biological, and cultural resources; noise; hazardous materials and wastes, toxic substances, and contaminated sites; infrastructure, transportation, and utilities; safety and occupational health; socioeconomics; and environmental justice and protection of children.

Land Use

No significant adverse effects to land use would be expected to result from implementation of the Proposed Action or Alternatives. Under the Proposed Action, construction, demolition, or renovation of facilities would occur within the existing boundaries of the Installation and would occur on land with designated compatible land use. None of the proposed projects would create restrictions or prohibitions of specific uses on adjacent lands.

Air Quality

No significant effects to air quality would be expected to result from implementation of the Proposed Action or Alternatives. The estimated total annual emissions of the Proposed Action would not exceed the *de minimis* or Prevention of Significant Deterioration permitting thresholds for any criteria pollutant or precursor. The proposed net changes in criteria pollutants and/or precursors would be less than the indicator of significance threshold of 250 tons per year for all the criteria pollutants and 25 tons/year for lead. Therefore, it is unlikely these increases would cause significant impacts.

While emissions for all pollutants would increase with implementation of the Proposed Alternatives, the net changes would be less than the *de minimis* thresholds. The emissions associated with the Proposed Action would be below the General Conformity *de minimis* thresholds; therefore, the requirements of the General Conformity Rule are not applicable, as documented in the detailed air conformity analysis performed for this EA and available in the Project Administrative Record.

Earth Resources

Geology – No direct or indirect impacts to geology would be expected to occur with implementation of the Proposed Action.

Topography – The Proposed Action and Alternatives would not occur in areas that would require large-scale alteration of topography to accommodate construction. Any alteration of ground surfaces would be limited to basic construction activities such as compacting and excavating to prepare the ground for siting of a structure. After placing and compacting reuse or fill soils, superficial soils would be graded to match the local topography or create swales to maintain or improve efficient stormwater drainage. Therefore, only short-term, negligible impacts to topography are expected.

Soils – Potential adverse effects on soils, including soil loss, contamination, and structural alteration, would be managed at an individual project level. Projects that would disturb 1 or more acres of land would require an OKR10 permit from the Oklahoma Department of Environmental Quality, Water Quality Division. With proper implementation of Best Management Practices and adherence to applicable permits and regulations, adverse impacts to soils from the Proposed Action and Alternatives would be expected to be short term and minor.

Water Resources

No activities associated with the Proposed Action or Alternatives would occur within or intersect any surface waters. However, these activities would have the potential to increase erosion and sedimentation of nearby surface drainage features for a brief period after due to temporary disturbance of soils.

Under the Proposed Action and Alternatives, 1,323 to 47,283 square feet of new, impervious surface area would be added to the Installation from the construction of new facilities. This increase in impervious surface area would be anticipated to result in a negligible, long-term increase in stormwater runoff at Vance AFB. Alternative 3 of the fire crash/rescue station would result in improved positive stormwater drainage away from the renovated facility.

No impacts to floodplains are expected from the implementation of the Proposed Action and Alternatives.

Biological Resources

The areas designated for construction activities under the Proposed Action have limited suitable habitat for wildlife. Native vegetation would not be disturbed. No federally listed threatened or endangered species have been observed on Vance AFB, nor does critical habitat exist within Vance AFB. No significant impacts to biological resources would be expected to occur under Project Action Alternatives. The Air Force has determined that the Proposed Action and Alternatives would have “no effect” on threatened or endangered species.

Cultural Resources

No significant effects to cultural resources would be expected to result from implementation of the Proposed Action. There are no archaeological sites, historic properties, or traditional cultural properties located within Vance AFB and none of the Proposed Action or Alternatives would impact any of these resources.

Noise

Short-term, localized noise impacts would be expected during individual construction, demolition, and renovation projects from the operation of heavy equipment and typical construction activity. However, these projects would be short term, implemented over time, and therefore would not significantly contribute to the long-term baseline noise environment. No off-Base sensitive noise receptors would be affected by project construction sound because of the distance and existing sound levels from airfield operations.

Hazardous Materials and Wastes, Toxic Substances, and Contaminated Sites

Existing Vance AFB plans and procedures are sufficient if hazardous materials were generated or found during construction, demolition, or renovation and require disposal. Any generation of hazardous waste would be short term during construction. Therefore, no impacts from the generation and disposal of hazardous waste would be expected from the Proposed Action or Alternatives.

Demolition or renovation of existing facilities would include buildings known to contain asbestos-containing material (ACM) and/or lead-based paint (LBP). Management of ACM and LBP during demolition or renovation would follow established Vance AFB procedures such as those in the Asbestos Management Plan and Air Force Instruction 32-1001, *Civil Engineer Operations*, and United States Environmental Protection Agency (USEPA) regulations. Friable asbestos building materials that could become airborne if disrupted would pose the greatest potential for adverse impacts. Buildings to be demolished without known sources of ACM and LBP would be re-inspected prior to demolition or renovation. With implementation of existing management practices for handling and disposal of ACM and LBP waste and compliance with USEPA regulations, potential adverse impacts from ACM and LBP would be expected to be short term and minor. Adverse impacts to the environment from potential release of ACM and LBP would be expected to be negligible. Minor, long-term, beneficial impacts would be anticipated to result from the demolition of older buildings because potential ACM and LBP hazards would be permanently removed from the Vance AFB work environment.

Construction and demolition activities would occur within identified Environmental Restoration Program (ERP) sites under Alternative 1 and 2 of the fire crash/rescue station project. Shallow soil conditions are unknown at ERP sites SS007 and SS028, and if contamination is discovered, handling of construction waste may need to be altered for disposal and for worker protection. The remaining project alternatives would have no direct impact to ERP sites.

There is the potential for workers to encounter contamination via groundwater in the proposed project area; however, the opportunity for exposure would be minimal because groundwater is encountered at an average depth of 10 ft. Any time a new boring is performed or earth is moved in a historically industrial location, the possibility for encountering a tank, drum, buried waste, or additional contamination exists. Such a discovery could impact remedial action and may require additional effort and cost to investigate the discovery. This could impact the timeline for current prescribed actions and require modification to the existing RCRA Post-Closure Care permit.

Infrastructure, Transportation, and Utilities

No significant adverse effects to infrastructure, transportation, or utilities would be expected to result from implementation of the Proposed Action or Alternatives.

Transportation – The Proposed Action and Alternatives would have minor beneficial impacts to pedestrian traffic through the removal and replacement of sidewalks. Alternative 1 of the fire crash/rescue station would allow responders to be able to leave and return to a facility with an appropriate bay size for their vehicles, decreasing transportation time in the event of an accident. Increased truck traffic and construction workers commuting to the Installation during periods of construction would be expected to cause temporary increases in traffic on local roads.

Utilities – No significant adverse impacts to existing utility services or usage are expected. All utilities have sufficient capacity to handle any additional increases in demand which are expected to be minimal. The demolition of older buildings and construction of new buildings would have a long-term, beneficial impact on infrastructure by replacing old utilities (e.g., water lines, plumbing, gas lines, and electrical lines) with new utilities. Short-term, negligible impacts to utility services would be expected when existing utilities are disconnected and reconnected during demolition and construction.

Safety

Negligible, temporary, adverse impacts to ground safety would be expected under the Proposed Action during construction and demolition activities. Construction of new facilities and demolition or renovation of existing facilities would expose Air Force or contractor personnel to safety hazards from heavy equipment operation, hazardous materials, falls, construction equipment, and potentially noisy and confined environments. The safety hazards would be typical of industrial construction projects but would be short term during the construction or demolition of individual buildings. To minimize health and safety risks, contractors would be required to maintain site-specific health and safety programs that follow applicable regulations.

Long-term, beneficial impacts to ground safety are expected from removal and replacement of the fire crash/rescue station by eliminating major concerns to health and safety due to the black mold that is present in the existing facility. This issue creates a toxic work environment that could have lifelong effects on an individual's health and limits the functionality of the station.

The proposed enlisted UH facility would resolve the existing wellness issues due to the small quarters, lack of amenities, and lack of communal space. Health and wellness would be anticipated to improve across the residents of the proposed facility. The proposed enlisted UH facility would also bring Vance AFB back into ADA and ABA compliance through the inclusion of an elevator and modern, right-sized accommodations.

Socioeconomics

No significant effects to socioeconomics would be expected from implementation of the Proposed Action or Alternatives. The Proposed Action would not increase personnel, demand for housing, or education resources. Therefore, no adverse impacts on employment, housing, or educational resources would occur under the Proposed Action or Alternatives.

Environmental Justice and the Protection of Children

No significant effects to communities with environmental justice concerns and protection of children would be expected to result from implementation of the Proposed Action or Alternatives. There would be no disproportionate impacts to minority, low-income, or youth populations.

Cumulative Impacts

The EA considered cumulative impacts that could result from the incremental impact of the Proposed Action when added to other past, present, or reasonably foreseeable environmental trends and planned actions on or near Vance AFB.

When considered in conjunction with other past, present, and reasonably foreseeable environmental trends and planned actions at Vance AFB, no significant adverse cumulative effects would be expected to occur with implementation of the Proposed Action or Alternatives. Cumulative impacts identified in the impact analysis process are noted here:

- Minor, long-term cumulative impacts to stormwater runoff are expected from increases to impervious surface.
- Beneficial cumulative impacts to hazardous materials through the removal of ACM and LBP during demolition of facilities.
- Beneficial cumulative impacts to the health, safety, and wellbeing of Aircrew at Vance AFB through the removal or renovation of outdated facilities.
- Beneficial cumulative impacts to the quality of housing on Vance AFB.

Mitigation

The EA analysis concluded that the Proposed Action would not result in significant environmental impacts; therefore, no mitigation measures are required. Best Management Practices are described and recommended in the EA where applicable.

Conclusion

Finding of No Significant Impact. After review of the EA prepared in accordance with the requirements of NEPA, CEQ regulations, and 32 CFR Part 989, and which is hereby incorporated by reference, I have determined that the Proposed Action would not have a significant impact on the quality of the human or natural environment. Accordingly, an Environmental Impact Statement will not be prepared. This decision was made after considering all submitted information, including a review of agency comments submitted during the 30-day public comment period, and considering a full range of practical alternatives that meet project requirements and are within the legal authority of the US Air Force.

Charles D. Throckmorton IV, Col, USAF
Commander

DATE