Hill Air Force Base, Utah

Environmental Assessment for the South Gate Security Upgrade

July 2003

ENVIRONMENTAL ASSESSMENT
FOR THE
SOUTH GATE SECURITY UPGRADE

HILL AIR FORCE BASE

July 2003

Project No.: 1970982.01180102

Montgomery Watson Harza
4525 South Wasatch Blvd., Suite 200
Salt Lake City, Utah 84124

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ABW	Air Base Wing
AFB	Air Force Base
AFI	Air Force Instruction
AFMC	Air Force Materiel Command
AICUZ	Air Installation Compatible Use Zone
APZs	Accident Potential Zones
ATFP	Antiterrorism Force Protection
CAA	Clean Air Act
CERCLA	Comprehensive Environmental, Response, Compensation, and Liability Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon Monoxide
DOD	Department of Defense
EA	Environmental Assessment
EIS	Environmental Impact Statement
EM, EMR	Environmental Management Directorate
EPA	United States Environmental Protection Agency
FFA	Federal Facilities Agreement
FONSI	Finding of No Significant Impact
LF	Linear Feet
MWH	Montgomery Watson Harza
NAAQS	National Ambient Air Quality Standards
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NO_x	Oxides of Nitrogen
NPL	National Priorities List
OO-ALC	Ogden Air Logistics Center
OSHA	Occupational Safety and Health Administration or Occupational Safety and Health Act
PM_{10}	Particulate Matter Less Than 10 Microns in Diameter
$PM_{2.5}$	Particulate Matter Less Than 2.5 Microns in Diameter
RCRA	Resource Conservation and Recovery Act
SHPO	State Historic Preservation Office
SOPs	Standard Operating Procedures
UAC	Utah Administrative Code
UDAQ	Utah Division of Air Quality
UDEQ	Utah Department of Environmental Quality
USAF	United States Air Force
USC	United States Code
VOCs	Volatile Organic Compounds

EXECUTIVE SUMMARY

Purpose and Need

Hill Air Force Base (AFB) is home of the Ogden Air Logistics Center (OO-ALC), one of three Air Logistics Centers that are part of the Air Force Materiel Command. The current mission of Hill AFB is to provide depot repair, modification, and maintenance support to major aircraft and weapon systems. The purpose of this Environmental Assessment (EA) is to determine whether implementation of the Proposed Action (South Gate Antiterrorism Force Protection (ATFP) security upgrade) would have a significant impact on human health or the environment. The purpose of the South Gate ATFP security upgrade is to enhance Hill AFB security in response the Department of Defense (DOD) Force Protection Initiative. The proponent for this action is the OO-ALC at Hill AFB.

The Proposed Action features are:

- Installation of vehicle barriers in Southgate Avenue and Eleventh Street
- Fence and masonry wall upgrades to ATFP criteria with penetration containment devices
- Relocation and remodeling of the South Gate Guard Station and construction of a breezeway structure over Southgate Avenue
- Remodeling of the South Gate Visitor Center, including an enlarged parking lot and a new left turn opening in the Southgate Avenue median
- Installation of new street lighting, a new marquee sign at the intersection of Southgate Avenue and Eleventh Street and a new flagpole on the south side of the visitor center parking area.

Selection Criteria and Alternatives Considered

There were no viable alternatives for the location or construction of Proposed Action features. The only alternative to the Proposed Action was the No Action Alternative. Selection criteria were fulfillment of ATFP criteria, space and location requirements, economic feasibility and minimization of environmental impacts.

Impact on Resources

The Proposed Action features would respond to the ATFP criteria mandated by the DOD. Worker health and safety issues would be addressed in standard operating procedures and in facility designs, and would be reviewed with the contractor(s) performing the work. Noise and air emissions generated by construction activities would be temporary. Air emissions and waste streams from the operation of the new facilities would be minimal. Because the new construction would be located within an area already used for entrance gate control and visitor processing, air quality, biological resources, visual resources, surface water quality, groundwater hydrology, cultural and earth resources would not be significantly impacted by the Proposed Action.

Minimal socioeconomic impacts are anticipated from the Proposed Action. Operation and maintenance of the upgraded South Gate guard station and visitor center would not require new base employees. Although the No Action Alternative would not meet the ATFP criteria, the No Action Alternative would not have any negative impacts on the environment at Hill AFB.

Based on this Environmental Assessment, the Proposed Action meets the selection criteria for base security, space and location requirements, economic feasibility and minimization of environmental impacts.

Conclusion

Based on the findings of this Environmental Assessment, the Proposed Action to implement the South Gate Antiterrorism Force Protection (ATFP) security upgrade would not have significant adverse effects on the human environment or any of the environmental resources as described in the Environmental Assessment. Therefore, issuance of a Finding of No Significant Impact is justified and an Environmental Impact Statement is not required.

1.0 PURPOSE AND NEED

1.1 INTRODUCTION

This document is a draft Environmental Assessment (EA) on the proposed Hill Air Force Base (AFB) South Gate Antiterrorism Force Protection (ATFP) security upgrade. This EA is required by the National Environmental Policy Act (NEPA) and Council on Environmental Quality (CEQ) regulations to document and analyze impacts of the project on the quality of the human environment. It covers impacts of the Proposed Action and the No Action Alternative, and any cumulative impacts that could occur as a result of other past, present or future projects on the Hill AFB.

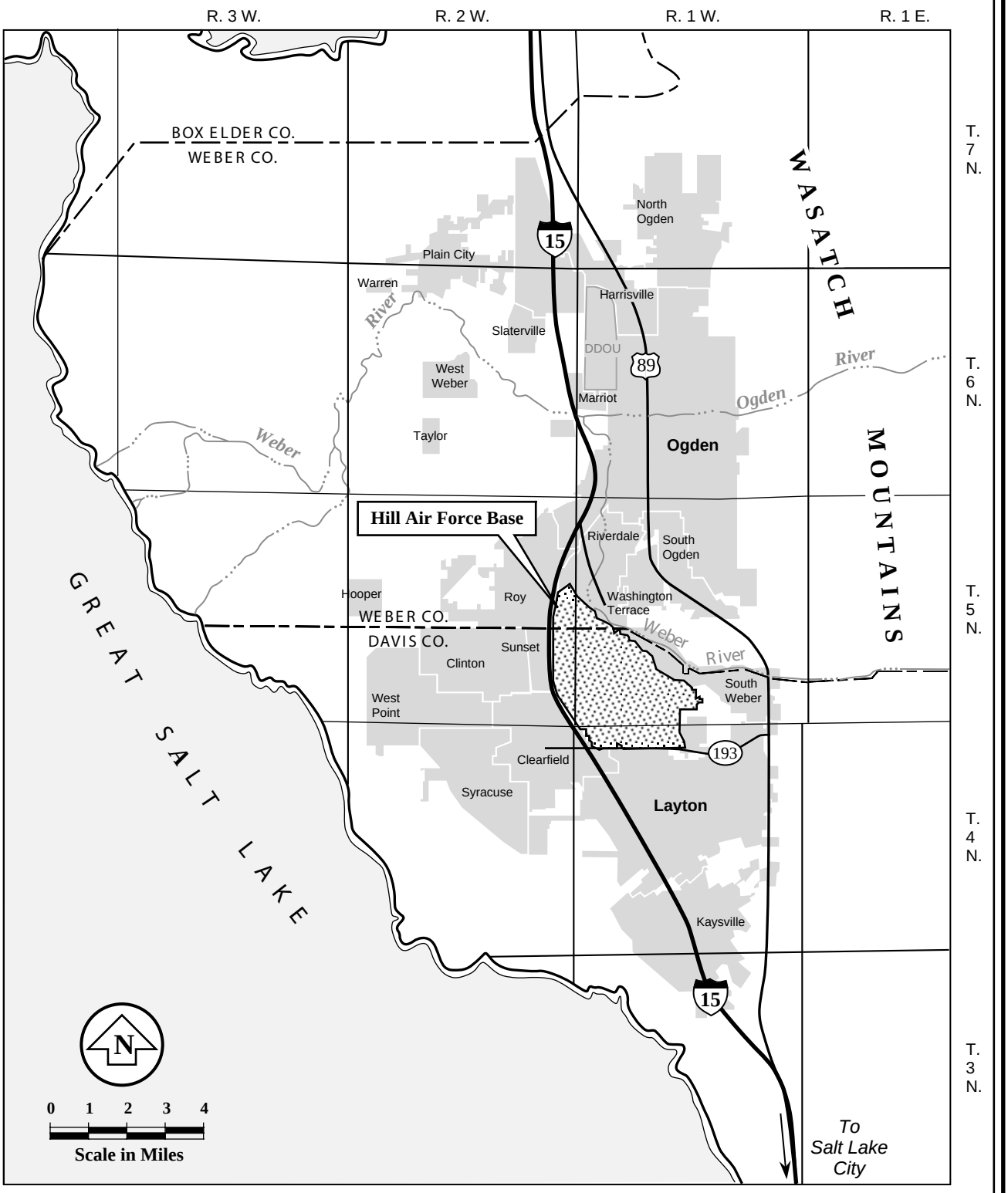
This EA examines the Proposed Action and No Action Alternative and briefly provides sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). The EA and FONSI are intended to satisfy disclosure requirements of NEPA and will serve as the NEPA compliance document for the Proposed Action. An EIS would be required if the EA determines that implementing the Proposed Action would result in significant impacts. This EA also is intended to serve as the Biological Assessment under the provisions of Section 7 consultation requirements of the Endangered Species Act, 16 USC 1531-1544.

The Department of Defense (DOD) has issued the ATFP Criteria in response to potential terrorist threats to Air Force installations in the United States. The South Gate of Hill AFB is one of two primary access gates for visitors and contractors. This EA evaluates the potential environmental impacts of South Gate security upgrades. The other primary visitor/contractor gate is the West Gate; security upgrades to the West Gate have been separately authorized.

This section describes the background, history, purpose and need of the Proposed Action. It also describes interrelated projects and actions required to authorize the project.

1.2 LOCATION OF THE PROPOSED ACTION

Hill AFB is located in northern Utah, approximately 25 miles north of Salt Lake City and five miles south of Ogden, as shown on Map 1-1, Vicinity Map. Hill AFB occupies approximately 6,700 acres in Davis and Weber counties. Interstate Highway 15 forms the western base boundary and State Route 193 is the southern boundary. The northern and northeastern perimeters are bounded by the privately owned Davis-Weber irrigation canal and the southeastern boundary borders a municipal incineration facility and open farmland adjacent to private residences. The Proposed Action would occur on the southern boundary of the Base, as shown on Map 1-2, Location of Proposed Action. The South Gate area is immediately west of the former location of Berman Pond, which was a surface storm water and industrial wastewater collection pond shown on Map 1-3, Aerial Photograph of Project Site. Berman Pond was closed when the base wastewater



PROJECT NO. 1690593.19180102ai 12/10/02 BOI

HILL AIR FORCE BASE

VICINITY MAP

MAP 1-1

Source: HAFB [2].

HILL AIR FORCE BASE
MAP 1-2
LOCATION OF PROPOSED ACTION

PROJECT NO. 1970938.18350102.ai 10/25/01 SLC

HILL AIR FORCE BASE
AERIAL PHOTOGRAPH OF
PROJECT SITE
MAP 1-3

collection and treatment system became operational. The pond was filled with coarse construction debris and soil and capped in 1986. However, the original cap was not effective and it was replaced in 1998 with an impermeable cap constructed with a 10-inch aggregate base under a 2-inch hydraulic asphalt cap and a 2-inch structural asphalt surface cover (Hill AFB 2003b). The cap extends under Eleventh Street beginning approximately 45 feet east of the curb line of Southgate Avenue.

1.3 PURPOSE AND NEED

The Proposed Action would respond to the following needs:

- Compliance with the ATFP Criteria as directed by the DOD

The purposes of the Proposed Action are:

- To enhance Hill AFB security at the South Gate
- To provide increased safety and security of Antiterrorism Force Protection personnel
- To enhance the South Gate visitor interface with Hill AFB.

1.4 DECISION TO BE MADE AND THE DECISION-MAKER

The decision to be made, based on the results of this EA, is whether to proceed with implementation of the proposed South Gate security enhancements (Proposed Action) or to prepare an Environmental Impact Statement (EIS). This decision shall be based in part on the impact the Proposed Action may have on human health and the environment. This

decision will be determined by the Hill AFB Environmental Protection Committee in accordance with Air Force Instruction (AFI) 32-7061.

1.5 SCOPE OF THE ENVIRONMENTAL REVIEW

The scope of this EA is to define issues that potentially impact the decision to implement the Proposed Action. The following potential issues are presented and discussed in detail in Sections 3.0 and 4.0 of this EA: air quality, surface water quality, groundwater hydrology, noise, land use, geology, soils, visual resources, threatened and endangered species, flora, fauna, safety and occupational health, socioeconomics, infrastructure and utilities, and hazardous materials and waste.

The Administrative Record for this project contains site inspection notes and correspondence compiled during the preparation of this EA. The Administrative Record for this project will be available from the Hill AFB Environmental Management Directorate (EMR) upon request.

1.6 APPLICABLE REGULATORY REQUIREMENTS

1.6.1 Resource Conservation and Recovery Act

As a result of routine demolition or construction activities, small quantities of construction wastes may be generated. No hazardous materials would be stored onsite

during demolition or construction. Hill AFB has a Hazardous Waste Management Plan that directs the routine and proper handling of hazardous waste in accordance with the Resource Conservation and Recovery Act (RCRA), the Utah Solid and Hazardous Waste Act, and the Utah Hazardous Waste Management Regulations contained in the Utah Administrative Code (UAC) Section R315-1. Site personnel would follow the Hazardous Waste Management Plan in the event of handling, storing, and disposal of all hazardous wastes, although such action is not anticipated to be necessary.

1.6.2 Clean Air Act

As a federal facility in a designated maintenance area for ozone (refer to Section 3.3.1), any action at Hill AFB must undergo review in accordance with the Clean Air Act's (CAA) Federal Conformity Rule, Part 93 of Title 40 of the Code of Federal Regulations (40 CFR 93). This rule was promulgated by the U.S. Environmental Protection Agency (EPA) to ensure federal actions conform to the requirements of local and State Implementation Plans, which prescribe the air quality planning goals and enforce National Ambient Air Quality Standards (NAAQS). Section 4.3.1 addresses air quality impacts related to the Proposed Action and No Action Alternative.

1.6.3 Occupational Safety and Health Act

The Occupational Safety and Health Administration (OSHA) requires employers to comply with regulations and standards established by OSHA to protect worker health and

safety. During proposed demolition or construction activities, all construction personnel would be required to comply with Title 29 of the Code of Federal Regulations, Part 1926 (29 CFR 1926), *Safety and Health Regulations for Construction*. In addition, all personnel routinely involved with the handling of hazardous materials or waste would be trained in *Health and Safety for Hazardous Waste Operations and Emergency Response* (29 CFR 1910.120) and *Hazard Communication* (29 CFR 1910.1200).

1.6.4 National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA), Section 106, requires federal agencies to take into account how each of its proposed undertakings could affect historic properties that are 50 or more years old. Hill AFB will document all structures that would be covered by NHPA, and the Hill archeologist would coordinate with the State Historic Preservation Office (SHPO).

1.6.5 Comprehensive Environmental Response Compensation and Liability Act

The Comprehensive Environmental Response Compensation and Liability Act (CERCLA) requires that sites where hazardous liquid and solid wastes generated by installation operations were disposed (referred to as "operable units") be addressed through appropriate remedial actions in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). Hill AFB was listed on the National Priorities List (NPL) in 1987. Groundwater quality monitoring is a common element to

many investigative and remedial action projects. Consequently, numerous wells have been installed throughout the Base to gather groundwater data. Because the Base has entered into a Federal Facility Agreement (FFA) with the Utah Department of Environmental Quality (UDEQ) and the U.S. EPA Region VIII, the continuation of data collection at many of these points is required. Consequently, every effort would be made to protect the integrity of monitoring wells as well as any remediation systems in the vicinity of the Proposed Action.

1.7 INTRODUCTION TO THE ORGANIZATION OF THIS DOCUMENT

The remainder of this document is organized as follows. The Proposed Action and the No Action Alternative are described and evaluated in Section 2.0. The existing conditions and environmental resources in the area to be affected by the Proposed Action are described in Section 3.0. Section 4.0 contains the basis for the comparison of the environmental consequences. A list of preparers and their responsibilities is provided in Section 5.0. A list of agencies and persons contacted during the preparation of this EA, including the topic of consultation and date of contact, is provided in Section 6.0. References used in the preparation of this EA are listed in Section 7.0. Additional information is included in the Appendices.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND NO ACTION ALTERNATIVE

2.1 INTRODUCTION

The purpose of this section is to describe and compare the Proposed Action, as proposed by the Ogden Air Logistics Center (OO-ALC) and the No Action Alternative.

2.2 FORMULATION OF ALTERNATIVES

The Department of Defense (DOD) has ordered that all military installations shall enhance security under the Antiterrorism Force Protection (ATFP) criteria. In response to the ATFP Criteria, Hill AFB has developed a Proposed Action to upgrade security at Hill AFB South Gate, including features to prevent unauthorized entry to the Base through access streets or by penetration of perimeter fences and walls, to increase Force Protection personnel security and safety, and to enhance visitor and contractor processing at the South Gate. No reasonable alternatives were identified. The Proposed Action was considered the only feasible alternative because of the existing location of Southgate Avenue and exclusion of alternate locations of features caused by proximity of the Berman Pond cap, a remedial action implemented under CERCLA for Operable Unit 3.

2.3 IDENTIFICATION OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

No other alternatives were identified because of existing roadway locations and site limitations as described in Section 2.2.

2.4 DETAILED DESCRIPTION OF THE PROPOSED ACTION

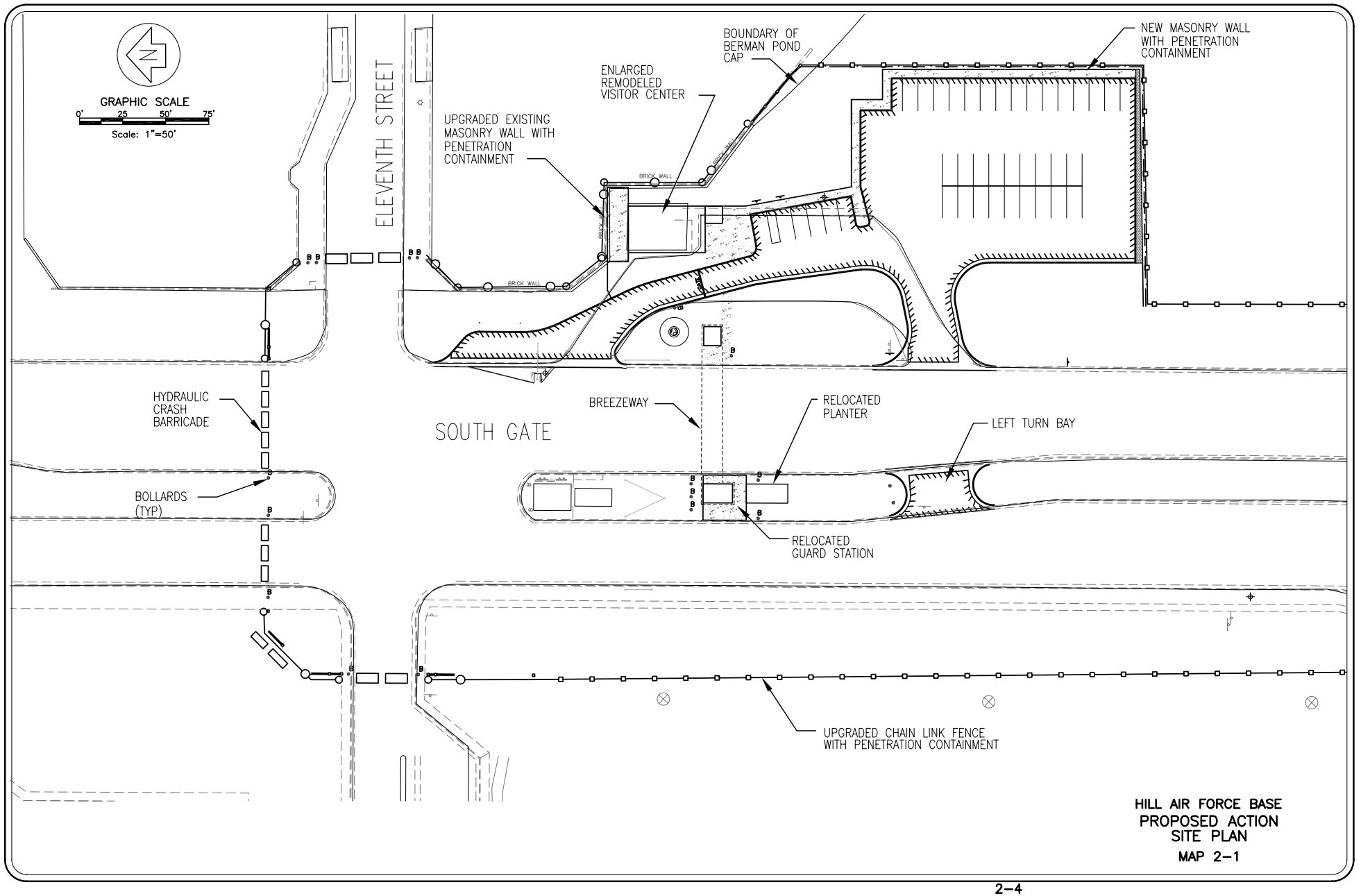
The Proposed Action is comprised of the following features:

- Installation of vehicle barriers in Southgate Avenue and Eleventh Street
- Fence and masonry wall upgrades to force protection standards with penetration containment devices
- Relocation and remodeling of the South Gate Guard Station and construction of a breezeway structure over Southgate Avenue
- Remodeling of the South Gate Visitor Center, including an enlarged parking lot and a new left turn opening in the Southgate Avenue median
- Installation of new street lighting, a new marquee sign at the intersection of Southgate Avenue and Eleventh Street and a new flagpole on the south side of the visitor center parking area.

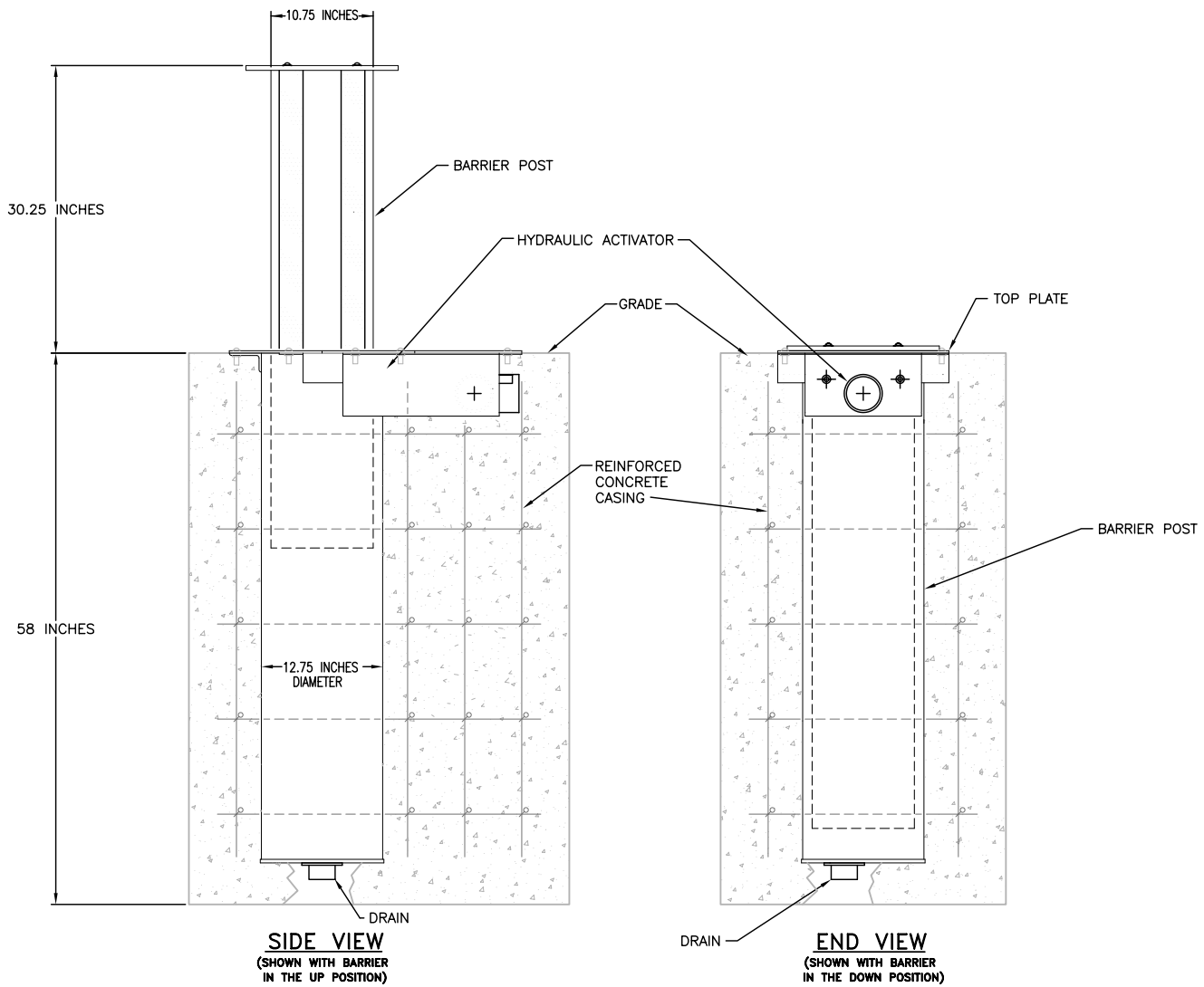
Each feature is described in detail in the following sections.

Vehicle Barriers. Vehicle barriers would be roadway crash barricades and bollards placed to prevent vehicle penetration through gaps between the crash barricades and perimeter fences or walls. The crash barricades would be steel posts that would be hydraulically raised on command from the guard station. The barricades would be activated in the event of attempted unauthorized entry into Hill AFB. The location of the barricades is dictated by the time required for deployment of the barricades after the activation of the hydraulic system from the guard station. Locations of the proposed crash barricades would be in Southgate Avenue and Eleventh Street as shown on Map 2-1, Proposed Action Site Plan. Figure 2-1, Hydraulic Crash Barricade Detail, shows the hydraulic crash barricades in recessed and deployed elevation views. Excavation for crash barricades on Eleventh Street east of Southgate Avenue would penetrate the Berman Pond cap. Existing asphalt pavement would be sawed or bored to dimensions just large enough to allow placement of the barricade structures in concrete casings. Hydraulic and electrical lines would run from each barricade to a pump system and guard station. The edges of the concrete barricade casings would be sealed with a liquid asphalt sealer. All barricade structures would have a drainpipe connected to the existing storm sewer system located west of Southgate Avenue. The crash barricades would not change the slope of the Berman Pond cap and water infiltration from the barricades would be negligible.

Bollards would be 36-inch tall pre-cast concrete structures installed over steel poles anchored in 38-inch deep by 16-inch diameter concrete bored footings as shown in Figure 2-2, Bollard Detail. Bollard locations are shown on Map 2-1. Bollard borings east



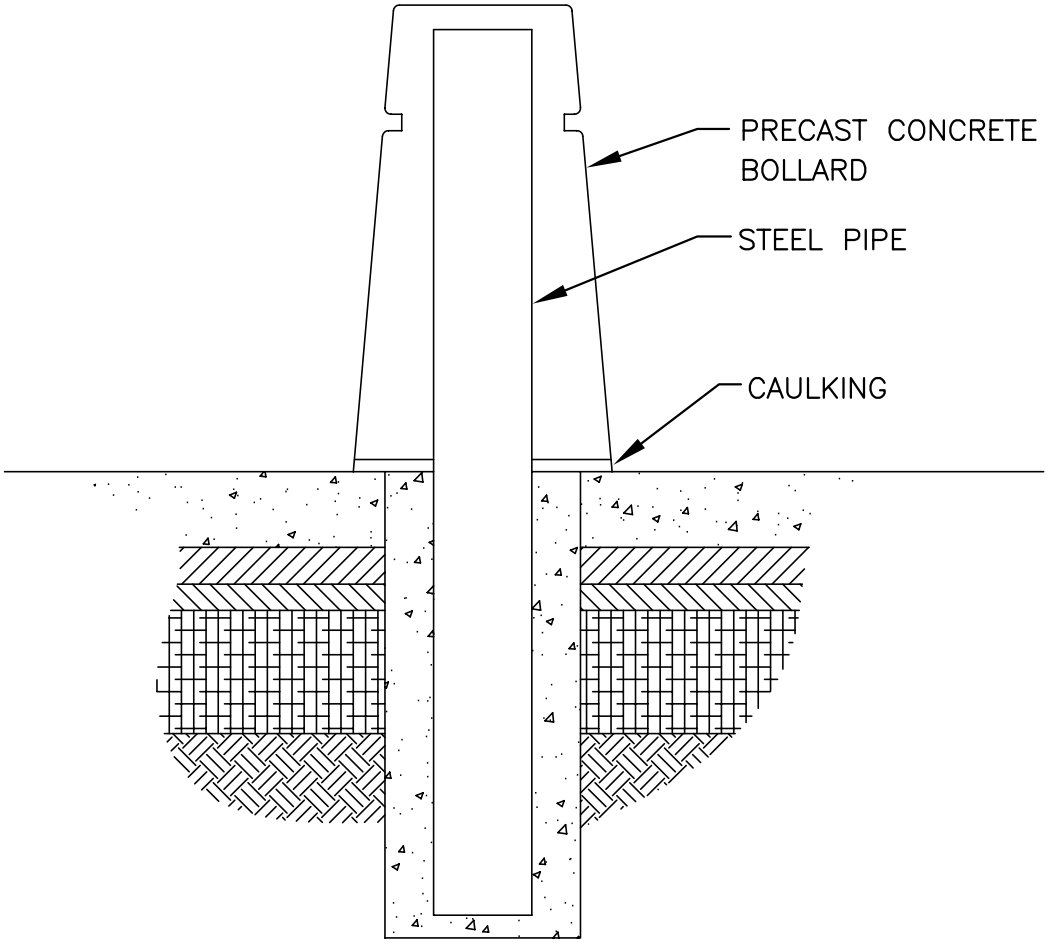
HILL AIR FORCE BASE
PROPOSED ACTION
SITE PLAN
MAP 2–1



HILL AIR FORCE BASE

HYDRAULIC CRASH
BARRICADE DETAIL

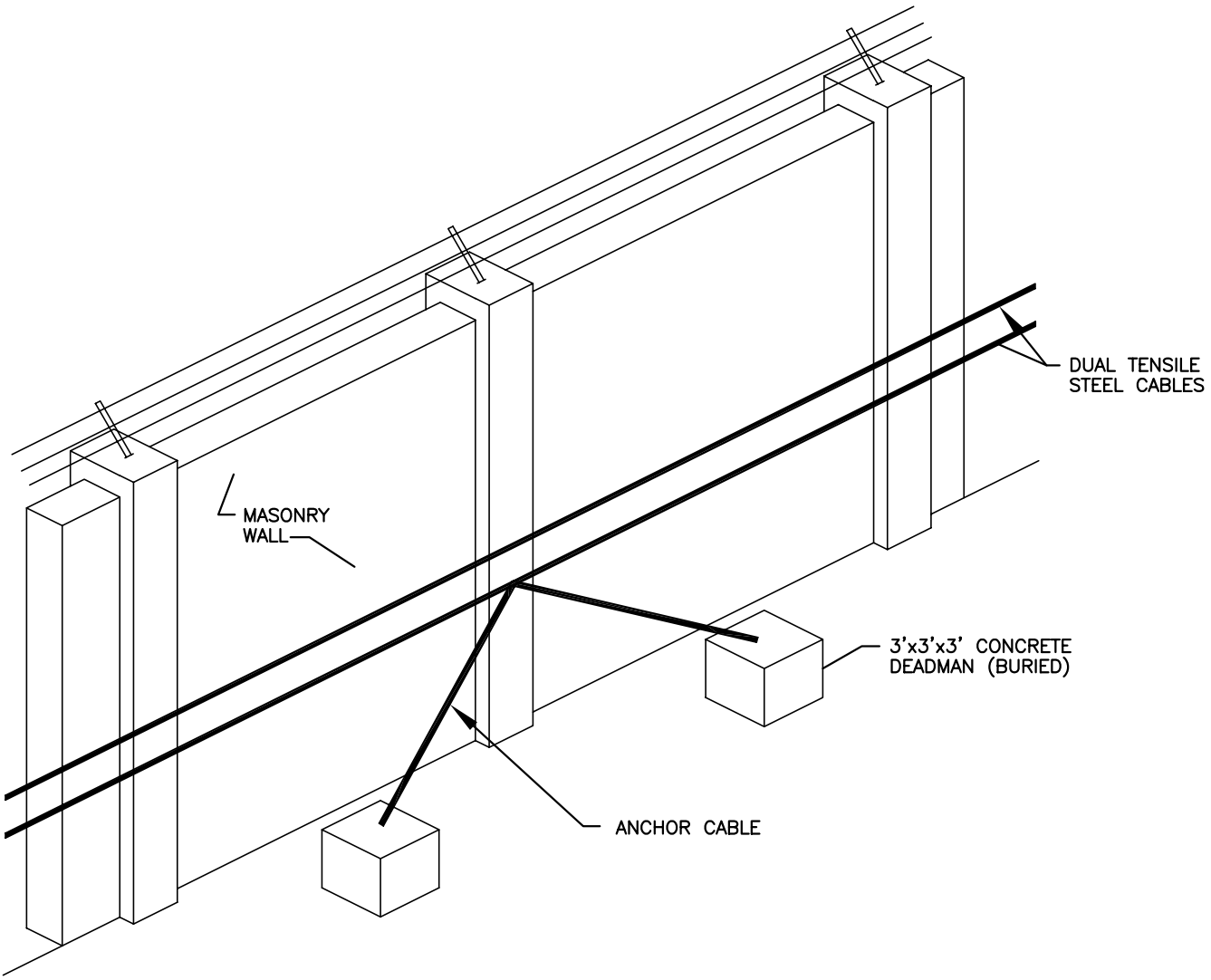
FIGURE 2–1



HILL AIR FORCE BASE
BOLLARD DETAIL
FIGURE 2–2

of Southgate Avenue would penetrate the Berman Pond cap and enter the contamination layer. Any potentially contaminated soils from the borings would be evaluated for disposal at a Resource Conservation and Recovery Act (RCRA) permitted treatment, storage and disposal facility. Construction workers would have proper protective equipment during excavation and disposal of any contaminated soil. The bollards would be installed in existing concrete sidewalks and the bases of the bollards would be sealed to the sidewalks with silicon caulking. There would be no change in Berman Pond cap drainage and water infiltration would be negligible.

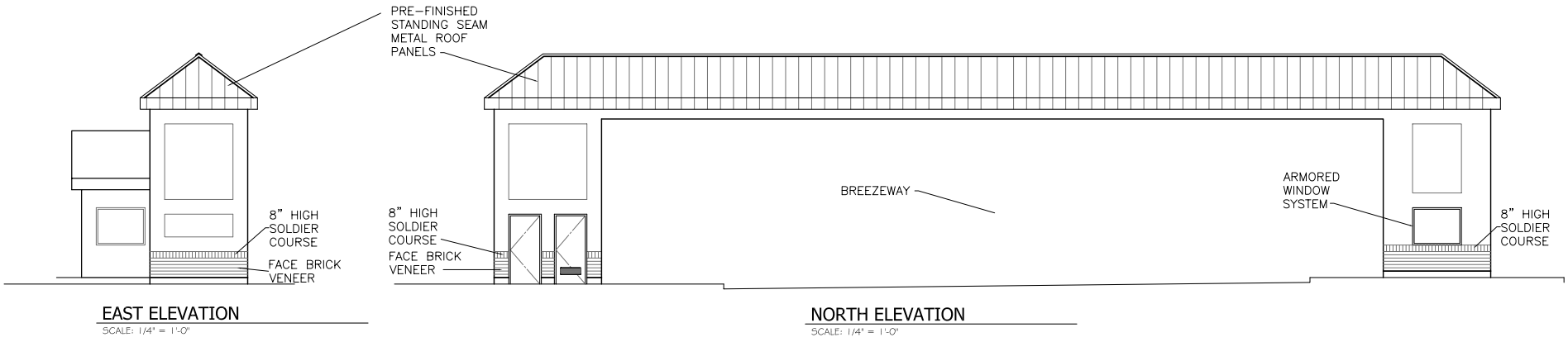
Fence and Wall Upgrades. Existing masonry walls and chain-link perimeter fences would be upgraded with cable devices to prevent vehicular penetration. Wall and fence upgrade locations are shown on Map 2-1. For masonry walls adjacent to the Visitor Center, this would consist of dual high-tensile steel cables installed through 2½-inch diameter steel pipes anchored in 40-inch deep concrete footings and spaced every 10 feet along the wall. The steel cables would be anchored to the ground approximately every 200 feet and at all corners by 3-foot by 3-foot by 3-foot concrete blocks ("deadmen") buried flush to the ground surface. Excavations for the deadmen would be outside of the Berman Pond cap. Approximately 315 linear feet (L.F.) of new atlas block masonry wall, six feet eight inches high, would be constructed incorporating the penetration containment features. A similar cable and anchor system would be installed on approximately 17,750 L.F. of chain-link fence on the south and east boundaries of Hill AFB. Details of the penetration containment cables and anchors are shown in Figure 2-3, Wall and Fence Penetration Containment System.



HILL AIR FORCE BASE
WALL AND FENCE
PENETRATION
CONTAINMENT SYSTEM
FIGURE 2–3

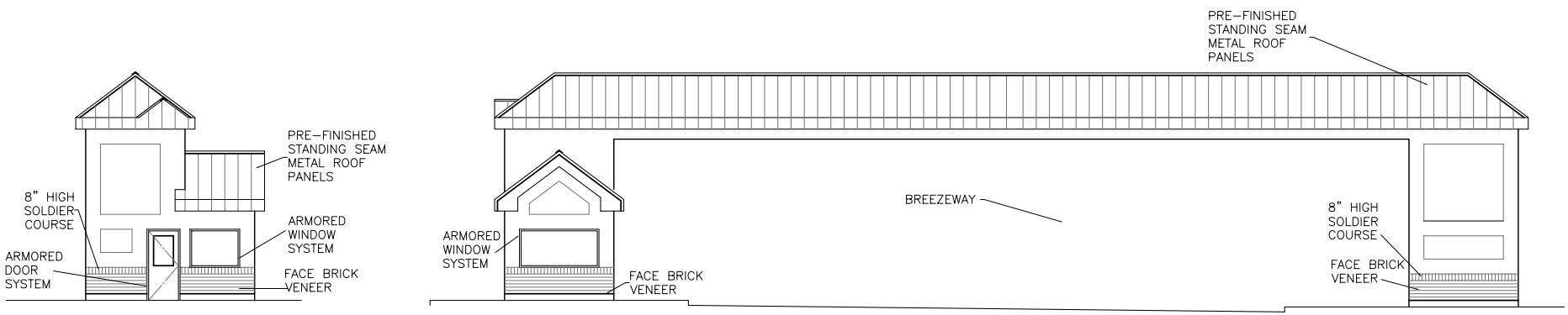
Guard Station Relocation and Remodeling. In order to provide an adequate response time for activation of the hydraulic crash barriers, it would be necessary to relocate the guard station approximately 110 feet south of its present location, as shown on Map 2-1. The guard station would be an 11-foot by 17-foot structure with exterior surfaces of wainscot brick veneer. The structure would be upgraded with bulletproof windows and doors to provide greater personnel safety. The planter on the south side of the existing guard station would be reinstalled at the new structure. Directly east across the northbound traffic lanes of Southgate Avenue a new 11 by 11-foot structure housing utility rooms and a restroom would be constructed; exterior finish would be the same as the guard station building. The guard station and utility buildings would serve as the supports for a new 12-foot wide by 80-foot long breezeway as shown in Figure 2-4, Guard Station Elevations. Vehicular clearance of the structure would be 16 feet 3 inches. The breezeway would be constructed using standing seam prefabricated metal roof panels. The breezeway would provide four-season weather protection for guard station personnel; a radiant heat system would be installed on the lower surface of the structure.

Visitor Center Remodeling and Parking Area Expansion. The South Gate Visitor Center would be remodeled and expanded at its current location. Area of the visitor center would be increased from 512 square feet to 1,152 square feet. All facilities at the visitor center would be handicapped-accessible. Electrical, plumbing and fire protection utilities would be constructed to local building codes. The parking area would be expanded from approximately 2,400 square feet to approximately 17,750 square feet and



EAST ELEVATION
SCALE: 1/4" = 1'-0"

NORTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATIONS
SCALE: 1/4" = 1'-0"

SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

HILL AIR FORCE BASE
GUARD STATION
ELEVATIONS

FIGURE 2–4

driveways would be realigned to facilitate ingress and egress. The existing median in Southgate Avenue would be remodeled to provide left-turn access to the visitor center for southbound traffic. These features are shown on Map 2-1. An elevation view of the remodeled visitor center is shown in Figure 2-5, Visitor Center Elevations.

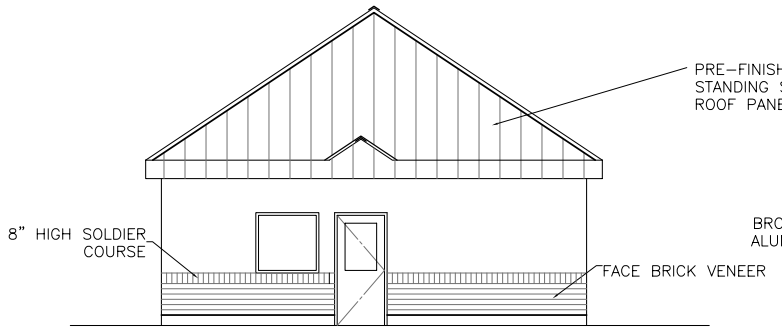
Lighting, Marquee Sign and Flagpole. Enhanced street lighting at the guard station and along Southgate Avenue would be provided by 17 new overhead light standards. A new metal visitor information marquee sign would be installed in the median on the north side of the intersection of Southgate Avenue and Eleventh Street. A new flagpole would be installed on the south side of the visitor center parking area.

Operation and Maintenance

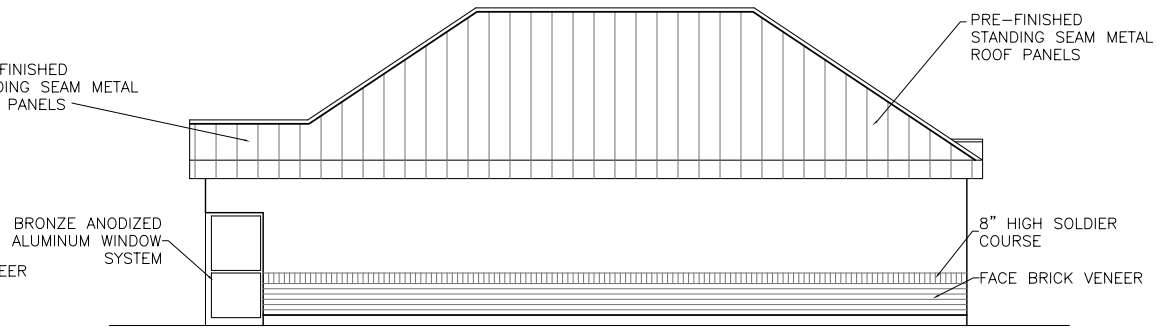
Operation and maintenance requirements for the Berman Pond cap after construction of the security features would include regular visual inspection to evaluate the integrity of all seals at points of intrusion. All asphalt removed during project construction would be recycled at the Hill AFB on-site recycling center.

2.5 NO ACTION ALTERNATIVE

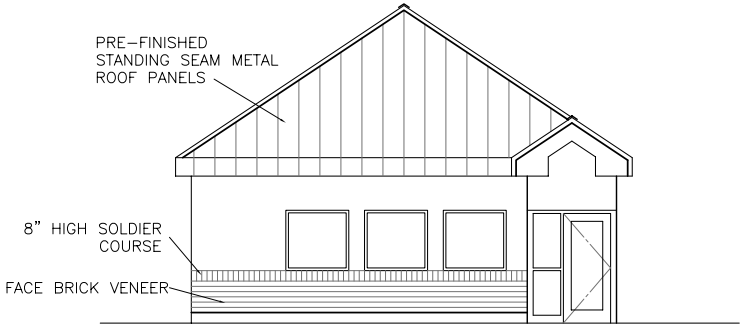
Under the No Action Alternative, construction or alteration of existing roadways, buildings or fences and walls would not occur. There would be no intrusions into the Berman Pond cap. Additional street lighting and a new flagpole would not be installed.



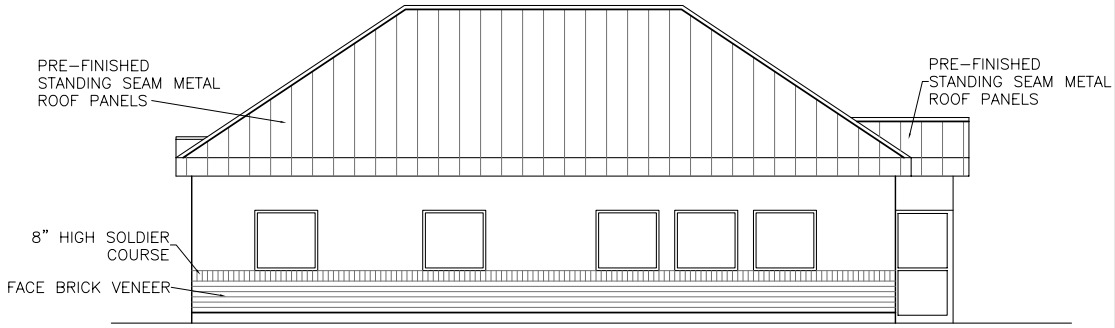
NORTH ELEVATION
SCALE: 1/4" = 1'-0"



EAST ELEVATION
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"

HILL AIR FORCE BASE
VISITOR CENTER
ELEVATIONS

FIGURE 2–5

2.6 DETAILED DESCRIPTION OF OTHER ACTION ALTERNATIVES

As previously described in Section 2.3, no other action alternatives were identified.

2.7 COMPARISON MATRIX OF ENVIRONMENTAL EFFECTS OF ALL ALTERNATIVES

A summary of the environmental effects of each alternative is presented in Table 2-1. These potential impacts will be discussed in detail in Section 4.0 of this EA.

TABLE 2-1

COMPARISON MATRIX OF ENVIRONMENTAL EFFECTS

Resource	Proposed Action	No Action
Air Quality	No Effect	No Effect
Noise	No Effect	No Effect
Land Use	No Effect	No Effect
Geology	No Effect	No Effect
Soils	No Effect	No Effect
Visual Resources	Beneficial Effect	No Effect
Threatened and Endangered Species	No Effect	No Effect
Flora	No Effect	No Effect
Fauna	No Effect	No Effect
Safety and Occupational Health	Beneficial Effect	No Effect
Socioeconomics	No Effect	No Effect
Natural and Cultural Resources	No Effect	No Effect
Infrastructure/Utilities	No Effect	No Effect
Hazardous Materials and Waste	Minimal Effect	No Effect
CERCLA	Increased maintenance requirements	No Effect

2.8 IDENTIFICATION OF THE PREFERRED ALTERNATIVE

The Proposed Action is the Preferred Alternative because no other feasible alternatives were identified.

3.0 AFFECTED ENVIRONMENT

3.1 INTRODUCTION

This section describes the affected environment (baseline conditions) for resources of the human environment that could be impacted by construction, operation, and maintenance of the Proposed Action described in Section 2. Baseline conditions are the existing physical conditions of affected resources in the proposed project area as of June 2003. The affected environment description presented in this section focuses on areas potentially impacted by construction, operation, and maintenance of the Proposed Action.

3.2 INSTALLATION LOCATION, HISTORY, AND CURRENT MISSION

Hill AFB covers about 6,700 acres and is located on the Weber Delta, a terrace approximately 300 feet above the surrounding valley floor in Weber and Davis counties. Hill AFB has been the site of military activities since 1920 when the western portion of what is now the Base was activated as the Ogden Arsenal, an Army Reserve Depot. In 1940 and 1941, four runways were built and the Ogden Air Depot was activated. During World War II, the Ogden Arsenal manufactured ammunition and was a distribution center for motorized equipment, artillery, and general ordnance. The Ogden Air Depot's primary operation was aircraft rehabilitation. In 1948, the Ogden Air Depot was renamed Hill AFB, and in 1955, the Ogden Arsenal was transferred from the U.S. Army to the

U.S. Air Force. Since 1955, Hill AFB has been a major center for missile assembly and aircraft maintenance. Currently, Hill AFB is part of the Air Logistics Center under the Air Force Materiel Command (Hill AFB 2003a).

There are two main visitor/contractor entrances to Hill AFB – the South Gate and the West Gate. The Roy Gate and "truck gate" are available for Base personnel only. The South and West Gates have visitor centers for processing visitors and issuing Base access passes. Each has a manned guard station for ingress control.

3.3 DESCRIPTION OF THE AFFECTED ENVIRONMENT

This section presents a description of the human and environmental resources at Hill AFB and potential issues that must be considered prior to proceeding with the Proposed Action. This discussion focuses on the following topics: air quality, surface water quality, groundwater hydrology, noise, land use, geology, soils, visual resources, threatened and endangered species, flora, fauna, safety and occupational health, socioeconomics, historical and cultural resources, infrastructure/utilities, and hazardous materials and waste.

3.3.1 Air Quality

Vehicle, refinery, and Davis County Burn Plant emissions, aircraft operations, and other on- and off-Base industrial emissions (MWH 2001) influence air quality in the vicinity of

Hill AFB (Davis and Weber counties). Hill AFB is located in both Davis and Weber counties, and neither county is in complete compliance with National Ambient Air Quality Standards (NAAQS). In July 1997, the EPA issued final revisions to the ozone and $PM_{2.5}$ standards; however, these standards are currently under reconsideration because of a U. S. Court of Appeals opinion issued May 14, 1999 (EPA 2003a). The EPA designated Davis County as an maintenance area for ozone as of November 2002 (EPA 2003b). The City of Ogden has been designated a non-attainment area for particulate matter less than ten micrometers in diameter (PM_{10}) (EPA 2003c).

3.3.2 Surface Water Quality

Hill AFB does not have surface water rights (Hill AFB EM 2003a). Hill AFB is drained by three off-base systems; Kays Creek to the south, Fife Ditch to the southwest, and the Weber-Davis Canal (belonging to the Weber Basin Project) to the west, north and east. The Davis - Weber Canal empties into the Weber River, which drains into the Great Salt Lake. In the vicinity of the project site, three stormwater ponds have been constructed along the southern boundary of Hill AFB to control the runoff from the southeastern portion of the Base. The surface water then drains into Kays Creek via a three-mile outfall line or percolates through the bottom of the ponds. Kays Creek is a natural drainage channel that flows into the Great Salt Lake. Storm drainage is accomplished under a National Pollution Discharge Elimination System (NPDES) permit that allows for only site runoff and non-contact cooling water to be discharged into Kays Creek (Hill AFB EM 2003).

New operations for degreasing, paint stripping, painting, constructing parking lots and runoff from paved areas have the potential to affect the drainage system and surrounding ecosystem and consequently, must have prior state approval.

3.3.3 Groundwater Hydrology

The Delta Aquifer represents the major source of water for Hill AFB (Hill AFB EM 2003). The aquifer is a fan-shaped underground layer of porous rock and sand, containing water and functioning under artesian (confined) conditions. Although the thickness of the aquifer is unknown, the principal water-bearing zone is 50 to 150 feet thick. Hill AFB and most adjacent municipalities obtain water from wells in this aquifer. The depth to this aquifer on Hill AFB ranges from 480 to 520 feet.

An abandoned wastewater and stormwater collection pond – Berman Pond – is located immediately east of the South Gate project area. The pond has been out of service for many years and was replaced by separate wastewater and stormwater collection and treatment systems (Hill AFB 2003b). The pond had been filled with soil and construction debris and was capped in 1986, but because the cap was not sized properly, a new cap was completed in 1998 as part of the CERCLA remedial action for Operable Unit 3. The cap structure is constructed of low-permeability asphalt placed over an aggregate base and covered by a structural asphalt parking lot and roadways. Thickness of the structural asphalt and the aggregate base is greater in roadway areas. The cap is contoured to direct

storm water off site. Multiple monitoring wells are placed in and around the cap to monitor potential water infiltration.

3.3.4 Noise

Engine noise from the testing and flight of aircraft is present throughout the day, although it is not persistent. In a typical year, more than 53,000 operations are logged by locally based and transient aircraft (Hill AFB 2003). The Air Force has developed the Air Installation Compatible Use Zone (AICUZ) program to minimize development that is incompatible with aviation operations in areas on and adjacent to military airfields. AICUZ land use recommendations are based on uses compatible with exposure to aircraft noise and safety considerations. Recommended compatible land uses are derived from data on noise contours (noise zones) and safety zones (Accident Potential Zones (APZs) (URS Corporation 2001).

3.3.5 Land Use

Hill AFB lands are managed based on three land categories that require active management: unimproved lands, semi-improved lands and improved lands. The South Gate area is designated as improved lands.

3.3.6 Geology

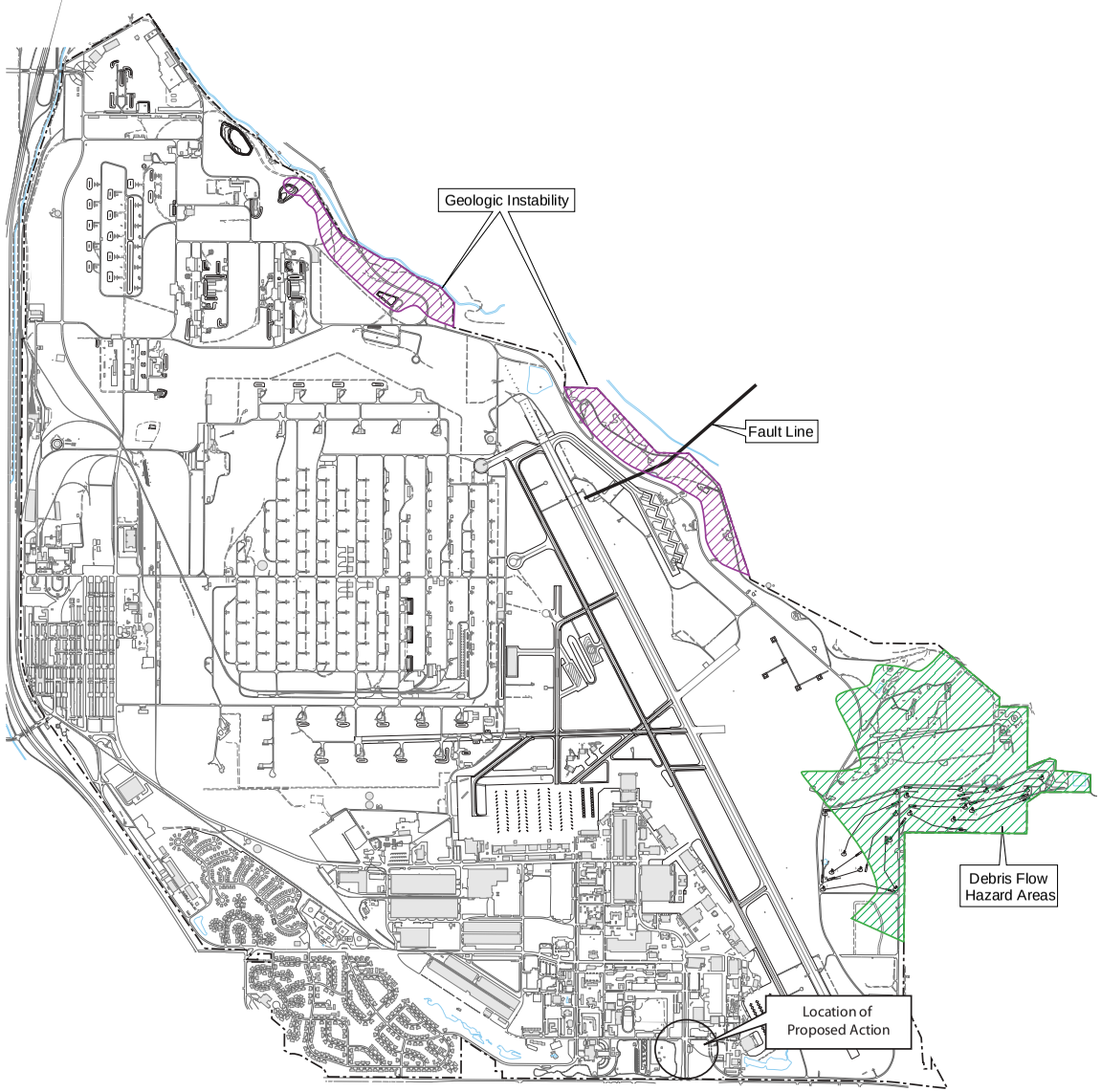
Geologic constraints on Hill AFB are shown on Figure 3-1. Two areas along the northeast boundary of the Base are shown as geologically unstable, an area in the southeastern portion of the Base is shown as a hazard for debris flow and a fault line extends through the northeast boundary of the Base, but does not intersect the main runway. These geologic constraints do not involve the South Gate upgrade area.

3.3.7 Soils

Surface soils at Hill AFB are composed primarily of sand, gravel, silts and clays typical of the Weber Delta District. The soils are mostly well drained, having a slight to moderate erosion susceptibility. Surface layers are 7 to 17 inches thick. Silty-sand is present to approximately 600 feet deep with some isolated clay lenses 5 to 30 feet below the surface (Hill AFB EM 2003). Native materials at least six-inches in depth cover material used to the fill in Berman Pond. The cap structure, as described in Section 3.3.3 was constructed over these soils.

3.3.8 Visual Resources

The landscape characteristics of the South Gate entrance to Hill AFB include a grassed and tree-lined median dividing two lanes each of incoming and outgoing traffic. An existing guardhouse is located at the north end of the median and a visitor's center and



Source: HAFB [2].

HILL AIR FORCE BASE
GEOLOGIC CONSTRAINTS ON BASE
FIGURE 3-1

PROJECT NO. 1970938.18350102.ai 10/25/01 SLC

parking area are sited on the east side of the entrance. The existing guard station and visitor's center structures are wood frame and brick veneer construction and architecturally blend with other buildings on the AFB. Streetlights are located at the guard station and visitor's center. The immediate area surrounding the parking lot is turf with interspersed deciduous and conifer trees. A new masonry security fence was constructed as part of the OU3 remedial action, visually separating the visitor's area from the expansive area of the now capped Berman Pond. Photographs of the existing guard station and visitor center are shown in Figure 3-2.

3.3.9 Threatened and Endangered Species

There are no known "threatened" or "endangered" species inhabiting the South Gate area of Hill AFB. Further, no animals on Hill AFB are classified as "declining" (population has been greatly depleted or continues to decline) or "limited" (species is limited due to restricted habitat) (Hill AFB EM 2003).

A Section 7 consultation from the United States Fish and Wildlife Service is not required because there are no resident federal threatened or endangered species on Hill AFB (Hill AFB EM 2003).

Photo 1. Existing South Gate Guard Station

Photo 2. Existing South Gate Visitor Center

EXISTING GUARD STATION AND VISITOR CENTER
FIGURE 3-2

3.3.10 Flora

Existing herbaceous vegetation in the Proposed Action Area consists of maintained lawns. Deciduous trees (elm and maple) and conifers (blue spruce) are scattered through the lawn areas, bordering Southgate Avenue and in the street median.

3.3.11 Fauna

No fish inhabit Hill AFB proper. Sixty-two species of mammals may occur on Hill AFB and associated lands (Hill EM 2003). The Proposed Action Area has low wildlife values due extensive human activity and closely mowed vegetation that provides little forage value and essentially no cover value for wildlife. No wildlife was observed during the MWH site visit in June 2003.

3.3.12 Safety and Occupational Health

The Berman Pond received liquid wastes from maintenance operations and storm water runoff during its operational life. There are y contaminated soils in the Berman Pond area that may be encountered from penetration of the cap during excavation or boring for crash barricades or bollards. There is an ongoing monitoring program for the cap and the Hill AFB environmental management directorate (EMR) is required to coordinate with the Environmental Protection Agency (EPA) for pollution management activity when any activity is undertaken within the cap area. The cap area is marked by a series of

permanent brass survey markers between the existing visitor center and adjacent masonry security fence.

3.3.13 Socioeconomics

As of October 2002, the Hill AFB work force was comprised of approximately 23,000 personnel, of whom 13,000 were civilians, 4,700 were military, 3,700 were contractors, and 1,600 were reservists. The 2002 combined estimated population of Davis and Weber Counties is approximately 444,275 (US Census Bureau 2003). Consequently, Hill AFB represents a major employer in the two-county area. Approximately 53 percent of the workforce in Davis County and 27 percent of the workforce in Weber County are employed by the federal government (URS Corporation, 2001).

3.3.14 Historical and Cultural Resources

As stated in Section 1.3.4, Section 106 of the National Historic Properties Act (NHPA) requires federal agencies to take into account how each of its proposed undertakings could affect historic preservation. Any qualifying historic resources in the Proposed Action Area will be catalogued by Hill AFB, and the Hill archeologist will coordinate with the State Historic Preservation Office (SHPO).

3.3.15 Infrastructure/Utilities

The Base infrastructure consists of systems that support Base-wide activities. Examples of Base infrastructure that are present in the Proposed Action Area include roads and other transportation facilities; industrial wastewater, stormwater, communication, gas, sanitary sewer systems and electrical stations and power lines.

3.3.16 Hazardous Materials and Waste

To support the past and present operations at Hill AFB, a variety of on-base industrial operations have been established for aircraft, missile, vehicle, and railroad engine maintenance and repair, including metal plating, degreasing, paint stripping, painting, sanding, and other operations. These industrial operations used or generated numerous chemicals and wastes, including chlorinated and non-chlorinated solvents and degreasers, petroleum hydrocarbons, acids, bases, and metals. These chemicals and their associated waste products were historically disposed of at the Industrial Wastewater Treatment Plant, in chemical disposal pits, in landfills on the Base or at other Air Force facilities (MWH 1999). As described in Section 3.3.12, Berman Pond received liquid wastes and stormwater during its operational life and is immediately adjacent to the Proposed Action Area. In addition to the requirements for coordination with UDEQ and EPA Region VIII for any activity that may impact the Berman Pond Cap. The Proposed Action may result in contaminated soils being encountered. Wastes are now managed and disposed of in compliance with applicable local and federal regulations.

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

The Proposed Action is the South Gate Antiterrorism Force Protection (ATFP) security upgrade. The environmental consequences of implementing the Proposed Action and the No Action Alternative are discussed in this section. The environmental resources are addressed in the same sequence as in Section 3.0, Affected Environment.

4.2 CHANGE IN CURRENT MISSION

The current mission of Hill AFB is to provide repair, modification, and maintenance support to major aircraft and weapon systems. No changes in or impacts to the current mission of Hill AFB would occur as a result of implementing South Gate ATFP security upgrade.

The No Action Alternative would not change the current mission of Hill AFB. It would prevent Hill AFB from meeting ATFP criteria.

4.3 DESCRIPTION OF THE EFFECTS OF ALTERNATIVES ON THE AFFECTED ENVIRONMENT

The following paragraphs discuss the human and environmental resources in the Proposed Action area and potential impacts on these resources if the Proposed Action or the No Action Alternative were implemented. This discussion focuses on the following areas: air quality, surface water quality, groundwater hydrology, noise, land use, geology, soils, visual resources, threatened and endangered species, flora, fauna, safety and occupational health, socioeconomics, historical and cultural resources, infrastructure/ utilities, and hazardous materials and waste.

4.3.1 Air Quality

Under the Proposed Action, short-term temporary emissions of air pollutants may occur during construction activities. Specifically, these may include a minor increase in particulate matter from fugitive dust, pollutants such as VOCs, CO, and oxides of nitrogen (NO_x) from heavy equipment and vehicle exhaust. These emissions, however, do not represent a significant cumulative impact to local ambient air quality standards. To minimize fugitive dust, UAC R307-309 requires that if construction will result in the clearing of an area greater than four acres, then preparation of a fugitive dust control plan for prevention of material deposition on roadways and cleanup to prevent fugitive dust are required. Operation and maintenance of the upgraded facilities would not result in any change to air quality.

The No Action Alternative would not change air quality.

4.3.2 Surface Water Quality

The Proposed Action would create new areas of impermeable land cover in the area of parking area construction. Parking area design would incorporate grading and drainage features that would direct surface water runoff into the existing stormwater collection system. With implementation of current Hill AFB surface water management policies and procedures, the Proposed Action would not affect surface water quality. Operation and maintenance of the upgraded facilities would not result in any change to surface water quality.

The No Action Alternative would not affect surface water quality.

4.3.3 Groundwater Hydrology

Hill AFB is not currently using its total groundwater permit allocation. The Proposed Action would not change existing culinary water use. Water application for landscape features would be reduced because of replacement of lawn area with the proposed parking area expansion. Operation and maintenance of the upgraded facilities would not result in any change to groundwater hydrology.

The No Action Alternative would not affect groundwater hydrology.

4.3.4 Noise

No long-term increase in noise would occur as a result of implementing the Proposed Action. Any noise generated during construction activities would be limited to areas immediately adjacent to the site, and any potential health concerns for site workers exposed to excessive noise during construction activities would be addressed in the construction standard operating procedures (SOPs). Operation and maintenance of the upgraded facilities would not result in any change in existing noise levels.

Under the No Action Alternative there would be no increase in noise levels.

4.3.5 Land Use

All of the land in the Proposed Action has been previously designated for military purposes therefore there would be very minor change in the basic land use of these areas from construction, operation or maintenance of the upgraded facilities. A small amount of landscaped grounds would be converted to parking areas.

Under the No Action Alternative there would be no change in current land use.

4.3.6 Geology

The Proposed Action would not change the geology of the Proposed Action Area.

The No Action Alternative would not change the geology of the Proposed Action Area.

4.3.7 Soils

Under the Proposed Action, construction of new facilities and remodeling of existing structures would disturb some surface soils. All disturbed areas except roadways and sidewalks would be seeded and maintained to control erosion. Soils under the cap would be protected from potential water infiltration by caulking between the edges of the new crash barricades and borings for bollards and the existing asphalt surface. These seals would be visually inspected for integrity on a regular basis as part of the regulatory required cap inspection and maintenance program. There would be no significant impact to soils in the Proposed Action area.

The No Action Alternative would not change existing soil conditions in the Proposed Action Area.

4.3.8 Visual Resources

Under the Proposed Action the visitor's center would be remodeled in its present location. The guard station would be reconstructed just south of its existing location and a new utility building connected to the guard station by an 80-foot long breezeway would be constructed south of the guard station. The remodeling and reconstruction of these facilities would improve the overall visual characteristics of the South Gate entrance because all the new structures would match architecturally in building style, materials, roof color and exterior finishes (see Figures 2-3 and 2-4 for building elevations). The construction of the breezeway would introduce a new visual element into the existing landscape; however, the breezeway would not visually distract from the scenic quality of the entrance because the architectural characteristics would match the other new facilities. Installation of new streetlights would not change the overall visual characteristics of the entrance. A minor visual change would result from expansion of the parking area and extension of the masonry fence. No visual quality changes would occur from operation and maintenance of the Proposed Action.

Under the No Action Alternative no changes to the existing visual quality at the South Gate would occur.

4.3.9 Threatened and Endangered Species

Because there are no known threatened or endangered species on Hill AFB, there would be no effect on threatened or endangered species as a result of the Proposed Action.

The No Action Alternative would not affect threatened and endangered species.

4.3.10 Flora

Estimated area of vegetated land lost by construction of Proposed Action facilities is approximately 16,000 square feet of maintained lawn. Five hardwood trees (elm and maple) would be lost from construction of the parking area, guardhouse and left turn bay. The trees would be replaced onsite or elsewhere on Hill AFB, so there would be no net loss of trees. The loss of lawn area would be a minor change in vegetative resources on Hill AFB.

The No Action Alternative would not cause land disturbance or change in existing flora.

4.3.11 Fauna

Construction of Proposed Action would permanently remove approximately 16,000 square feet of potential wildlife habitat. The permanent loss of this area would not be a significant habitat loss because of the low habitat values of the area removed as a result

of its proximity to a highly trafficked area. There would be no measurable impacts on any wildlife species or populations.

The No Action Alternative would not affect existing fauna.

4.3.12 Safety and Occupational Health

OSHA requires employers to comply with regulations and standards established by OSHA to protect worker health and safety. During construction of Proposed Action facilities, all construction personnel would be required to comply with Title 29 of the Code of Federal Regulations, part 1926 (29 CFR 1926), *Safety and Health Regulations for Construction*. Construction activities conducted as part of the Proposed Action would be reviewed with the contractor(s) performing the work to assess potential safety and health concerns. Standard construction safety precautions would include excavation and trenching, slip/trip/fall, heavy lifting, electrical hazards, motor vehicle hazards, hot work permits, sharp edges and pinch points, noise, personal protective equipment, heat/cold stress, heavy equipment use, and site control, at a minimum.

The No Action Alternative would not cause safety or occupational health impacts.

4.3.13 Socioeconomics

Positive socioeconomic impacts would be minimal under the Proposed Action. Construction of new facilities would provide temporary employment for some workers. Operation and maintenance of new security facilities would not cause a significant change in Hill AFB staffing.

The No Action Alternative would not change Hill AFB staffing.

During operation of the Proposed Action, health and safety risk would be reduced because of added personnel security and protection from weather.

4.3.14 Historical and Cultural Resources

All historic structures located within the Proposed Action Area that are catalogued by Hill AFB will be fully documented in full compliance with the NHPA prior to any demolition or alteration.

The No Action Alternative would not affect historic or cultural resources.

4.3.15 Infrastructure/Utilities

As stated previously, most of the infrastructure required by the new facilities is already in place or nearby. There is the potential for construction and remodeling activities during the Proposed Action to impact existing utilities (i.e., accidentally severing a power line, causing a break in a water line, etc.). However, this risk can be adequately addressed by involving Hill AFB personnel in determining the location of sanitary sewers, stormwater sewers, potable water lines, electrical lines, and natural gas lines (as appropriate) in the vicinity of the proposed construction and remodeling sites. Mr. Bob James of Red Stakes, telephone (801) 777-1995, must confirm the locations of all utilities.

The No Action Alternative would not affect utilities or infrastructure.

4.3.16 Hazardous Materials and Waste

Any hazardous wastes generated during new facility development, remodeling of existing facilities or operations at Hill AFB would be handled in accordance with the Hill AFB Hazardous Waste Management Plan. The Hazardous Waste Management Plan is updated annually and directs the routine and proper handling, storage, and disposal of hazardous waste. Any potentially contaminated soils from the crash barricade excavations or bollard borings would be evaluated for disposal at a Resource Conservation and Recovery Act (RCRA) permitted treatment, storage and disposal facility. Construction workers would have proper protective clothing and equipment during excavation and disposal of any

contaminated soil. Operation and maintenance of the upgraded facilities would not involve hazardous materials or waste.

The No Action Alternative would not change hazardous waste management at Hill AFB.

4.4 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

Based on the discussion of potential environmental impacts presented in Section 4.3, the Proposed Action and the No Action Alternative would not create any significant unavoidable adverse environmental impacts.

4.5 COMPATIBILITY OF THE PROPOSED ACTION AND ALTERNATIVES WITH THE OBJECTIVES OF FEDERAL, REGIONAL, STATE, AND LOCAL LAND USE PLANS, POLICIES, AND CONTROLS

The new proposed facilities would be sited in a compatible land use category, specifically the South Gate area of Hill AFB. The visitor center would be remodeled in its present location. The guard station would be moved approximately 110 feet south. The new breezeway utility building would be constructed within the present Southgate Avenue area. This area currently contains other equivalent structures and operations. Consequently, most of the infrastructure required by the new facilities is already in place or nearby this location.

The No Action Alternative would not change current land use.

4.6 RELATIONSHIP BETWEEN THE SHORT-TERM USE OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY

Hill AFB is an active military facility. The current mission of Hill AFB is to provide depot repair, modification and maintenance support to major aircraft and weapon systems. The proposed land use changes for Hill AFB by implementing the Proposed Action would enhance Base security for personnel safety and facilities protection.

The No Action Alternative would not change existing Hill AFB productivity.

4.7 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Neither the Proposed Action nor the No Action Alternative would cause an irreversible and irretrievable commitment of resources because Hill AFB property has been previously committed for military use. The South Gate facilities are essentially being upgraded in existing locations.

5.0 LIST OF PREPARERS

The following MWH personnel were involved in preparation of this EA:

- Christine Whittaker, Project Manager
- Stephen Cox, Project Environmental Scientist
- Mark Plested, Program Manager

6.0 LIST OF PERSONS AND AGENCIES CONSULTED

The following agencies and persons were consulted during the preparation of the EA:

- Kay Winn (OO-ALC/EMR), Environmental Management Directorate (EM)
- Steve Hicken, EM
- Marcus Blood, EM
- Linda Johansen, PKOE
- Paul Betts, Hill AFB EMR
- Alan Collins, Hill AFB CES/CECMA
- Justin Humble, Hill AFB CES/CECMA

To fully comply with National Environmental Policy Act (NEPA) regulations, a copy of the Proposed Final Environmental Assessment will be made available for public review and comment. A Notice of Availability will be sent to all agencies contacted and to potentially interested parties, and will be published in local newspapers.

7.0 REFERENCES

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APPENDIX A

FINDING OF NO SIGNIFICANT IMPACT

Purpose and Need for the Proposed Action

Hill Air Force Base (AFB) is home of the Ogden Air Logistics Center (OO-ALC), one of three Air Logistics Centers that are part of the Air Force Materiel Command. The current mission of Hill AFB is to provide depot repair, modification, and maintenance support to major aircraft and weapon systems. The purpose of this Environmental Assessment is to determine whether implementation of the Proposed Action (South Gate Antiterrorism Force Protection (ATFP) security upgrade) would have a significant impact on human health or the environment. The purpose of the South Gate ATFP security upgrade is to enhance Hill AFB personnel safety and facilities security. The proponent for this action is the OO-ALC at Hill AFB.

The Proposed Action features are:

- Installation of vehicle barriers in Southgate Avenue and Eleventh Street
- Fence and masonry wall upgrades to ATFP criteria with penetration containment devices
- Relocation and remodeling of the South Gate Guard Station and construction of a breezeway structure over Southgate Avenue
- Remodeling of the South Gate Visitor Center, including an enlarged parking lot and a new left turn opening in the Southgate Avenue median
- Installation of new street lighting, a new marquee sign at the intersection of Southgate Avenue and Eleventh Street and a new flagpole on the south side of the visitor center parking area.

Selection Criteria and Alternatives Considered

There were no viable alternatives for the location or construction of Proposed Action features. The only alternative to the Proposed Action was the No Action Alternative. Selection criteria were fulfillment of ATFP criteria, space and location requirements, economic feasibility and minimization of environmental impacts.

Impact on Resources

The Proposed Action features would respond to the ATFP criteria mandated by the DOD. Worker health and safety issues would be addressed in standard operating procedures and in facility designs, and would be reviewed with the contractor(s) performing the work. Noise and air emissions generated by construction activities would be temporary. Air emissions and waste streams from the operation of the new facilities would be minimal. Because the new construction would be located within an area already used for entrance gate control and visitor processing, air quality, biological resources, visual resources, surface water quality, groundwater hydrology, cultural and earth resources would not be significantly impacted by the Proposed Action.

Minimal socioeconomic impacts are anticipated from the Proposed Action. Operation and maintenance of the upgraded South Gate guard station and visitor center would not require new base employees. Although the No Action Alternative would not meet the ATFP criteria, the No Action Alternative would not have any negative impacts on the environment at Hill AFB.

Based on this Environmental Assessment, the Proposed Action meets the selection criteria for base security, space and location requirements, economic feasibility and minimization of environmental impacts.

Conclusion

Based on the findings of this Environmental Assessment, I have determined that the Proposed Action to implement the South Gate ATFP security upgrade would not have significant adverse effects on the human environment or any of the environmental resources as described in the Environmental Assessment. Therefore, issuance of a Finding of No Significant Impact is justified and an Environmental Impact Statement is not required.

_____ _____

Environmental Protection Committee Chairperson Date