

**DRAFT
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

**Proposed Construction of Personally Owned Vehicle (POV) Parking for 113th Wing, District of
Columbia Air National Guard Joint Base Andrews-Naval Facility (JBA), Washington, MD**

COVER SHEET

Responsible Agency

113th Wing of the District of Columbia Air National Guard (DC ANG) and the 11th Wing (11 WG), Joint Base Andrews-Naval Air Facility Washington, Maryland (JBA)

Proposed Action

Under the Proposed Action the DC ANG would construct a satellite surface parking facility to support the mission of the DC ANG 113th Wing. The facility would be built outside the DC ANG license area to replace parking removed from within the license area, as a result of security mandates outlined in the *DoD Minimum Antiterrorism Standards for Buildings*, 9 February 2012.

The Draft SEA and FONSI have been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321-4347), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Sections 1500-1508).

Report Designation

Draft Supplemental Environmental Assessment (SEA)

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Abstract

The purpose of the proposed action is to support the current and future demand of the DC ANG training and security actions within the National Capital Region (NCR). Current parking facilities within the license area afforded to the DC ANG cannot support the present staffing and the present parking configuration does not comply with UFC 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*, 9 February 2012. Changes needed to implement these standards require reconfiguration of existing facilities to provide a minimum standoff distance buffer zone (*Appendix B: Section B-1.1: Standoff Distances*). This change would significantly lessen the already insufficient parking facilities and thus, would not provide adequate facilities for of all of the required personnel.

This SEA is tiered to the approved *Environmental Assessment for FY07-11 BRAC Construction Requirements at Andrews Air force Base, Maryland, September 2007*. The approved EA addressed the construction of this parking lot facility for the DC ANG; however the site was incorrectly assessed as an upland forest (of less than 20 years of age) at the time the study was conducted. In August 2011, during the preliminary engineering phase of this project, it was found that the actual condition of the proposed site is lowland, with a significant portion of the forest classified as a Forested Palustrine Wetland. An on-site investigation reflects that a portion of the site adjacent to the proposed development area must be identified as a wetland, based on observed soil, vegetative and hydrologic conditions. Additionally, review of historic aerial photography (available on the Prince Georges County GIS website (PGAtlas.com)) shows the site as forested at least since 1965. However, some trees on site have been identified in age up to 100 years.

The SEA considers the potential environmental consequences to human health and the natural environment and examines the effects of the proposed DC ANG parking facility, including the required No Action Alternative. Under the Proposed Action, JBA would replace parking facilities allocated to DC ANG by constructing a satellite parking facility outside of the license area which would replace some of the parking removed by the appropriate antiterrorism standards mandate. It should be noted that the proposed construction of the satellite parking facility would not change usage patterns at JBA.

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1. Purpose of and Need for Proposed Action

1.1 Introduction

Implementation of the 2005 Base Realignment and Closure (BRAC) Commission recommendations included a redistribution of up to 9 aircraft to the 113th Wing of the DC ANG in response to the realignment of Cannon Air Force Base. The DC ANG is increasing its force at the JBA facility.

It is important to note that the environmental impacts of the implementation of the 2005 BRAC Law at JBA were assessed in the *Final Environmental Assessment for Fiscal Year 07-11 BRAC Construction Requirements at Andrews Air Force Base, Maryland* (BRAC 2007). Specifically, the BRAC Environmental Assessment (EA) addressed the overall increase in personnel at JBA resulting from the BRAC Law. Construction of the proposed satellite parking facility was evaluated in the EA but the details of the proposed site were incorrect. The presence of wetlands and a mature forest community necessitate a supplemental evaluation, based on the correct information. Construction of the proposed parking facility would not change the nature of operations or usage patterns at JBA.

1.2 Purpose and Need for the Proposed Action

The purpose of the Proposed Action is to provide 138 parking spaces for use by DC ANG personnel. This facility would replace 138 of the 155 parking spaces lost due to reconfiguration of existing site to meet current antiterrorism standards, as outlined in UFC 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*, 9 February 2012. The original proposed action was to provide 248 spaces, however the proposal was amended to avoid impact to existing wetlands.

1.3 Location of the Proposed Action

JBA is five miles southeast of Washington, D.C. in southern Prince George's County, MD (Figure 1-1). JBA occupies 4,346 acres abutting Interstate 495, between MD Route 4 (Pennsylvania Avenue) and MD Route 5 (Branch Avenue). The Patuxent River is approximately seven miles east of JBA. The communities of Morningside, Woodyard, Clinton, and Camp Springs, Maryland border JBA to the north, east, south, and west, respectively. Surrounding land use consists of residential, industrial, commercial, and institutional areas, as well as woodlands. The total population living and working on JBA, including partner units, is approximately 16,697 persons (JBA 2010).

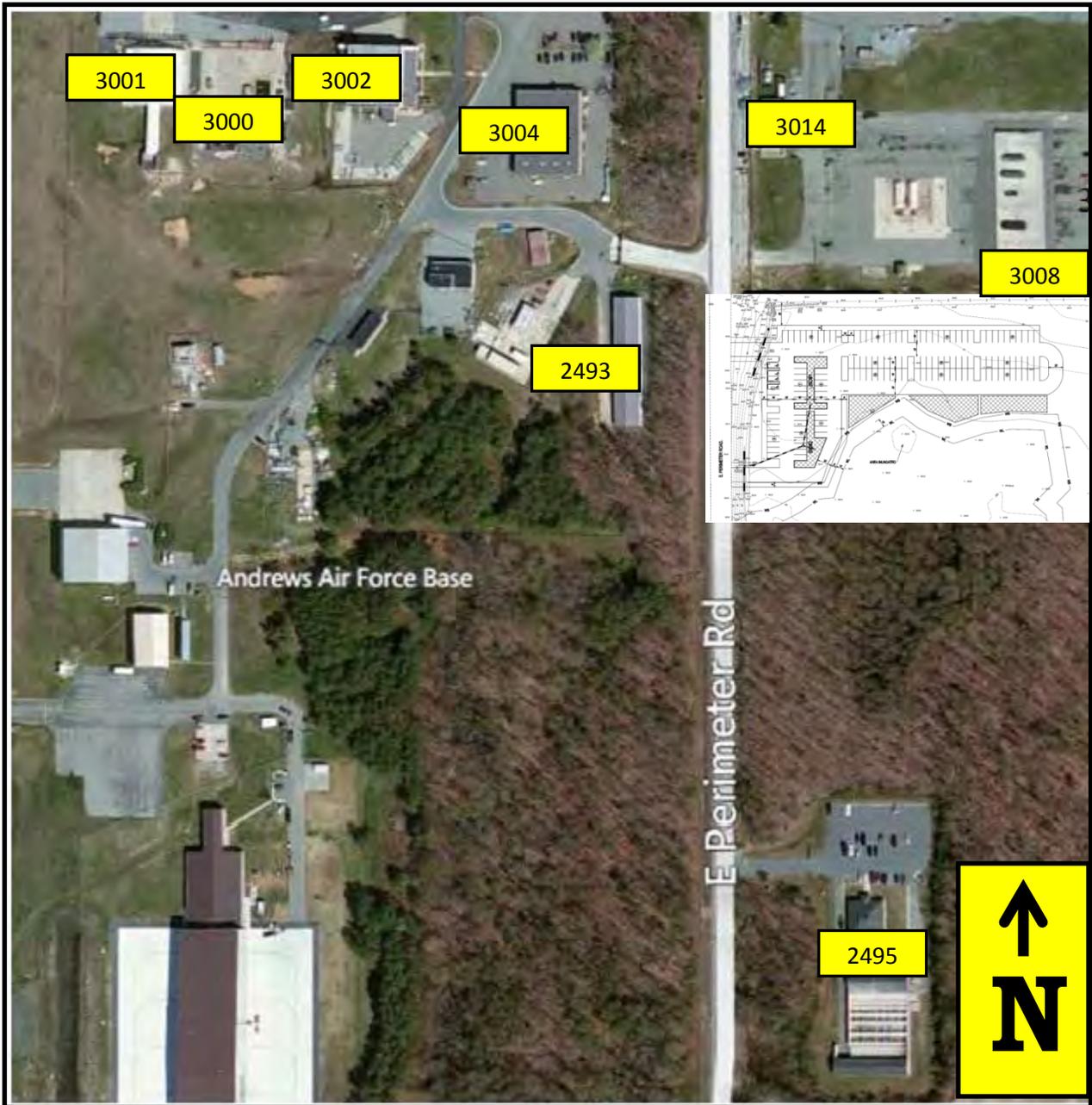


Figure 1-2
Proposed Parking Lot Siting

1.4 Background

The Personally Owned Vehicle (POV) parking facility for DC ANG was addressed in the *Environmental Assessment for FY07-11 BRAC Construction Requirements at Andrews Air Force Base (EA)*, and its associated *Finding of No Significant Impact (FONSI)*. New and conflicting information was discovered during the preliminary engineering phase of this project. This new information necessitated the “tiering” of a Supplemental Environmental Assessment (SEA) in order to correctly evaluate the environmental impacts of the POV parking facility site.

“Tiering” is one of the methods described by CEQ to help streamline the NEPA process, and reduce paperwork and delay. The CEQ regulations define “tiering” as “the coverage of general matters in broader environmental impact statements (such as national program or policy statements) with subsequent narrower statements or environmental analyses (such as regional or basin-wide program statements or ultimately site-specific statements) incorporating by reference the general discussions and concentrating solely on the issues specific to the statement subsequently prepared” (*Title 40 Code of Federal Regulations [CFR] Part 1508.28*).

1.5 Summary of Key Environmental Compliance Requirements

1.5.1 National Environmental Policy Act

NEPA (42 United States Code [U.S.C.] Section 4321-4347) is a federal statute requiring the identification and analysis of potential environmental impacts of proposed federal actions before those actions are taken. NEPA mandated a structured approach to environmental impact analysis that requires federal agencies to use an interdisciplinary and systematic approach in their decision-making process. This process evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action. The intent of NEPA is to protect, restore, or enhance the environment through well-informed federal decisions.

Air Force Policy Directive (AFPD) 32-70, Environmental Quality, states that the USAF will comply with applicable federal, state, and local environmental laws and regulations, including NEPA. The USAF’s implementing regulation for NEPA is *The Environmental Impact Analysis Process (EIAP)*, 32 CFR 989, as amended.

This Supplemental EA analyzes the Proposed Action and the No Action Alternative. If the analyses presented in the Supplemental EA indicate that implementation of the Proposed Action would not result in significant environmental impacts, a FONSI will be prepared. A FONSI briefly presents reasons why a Proposed Action would not have a significant impact on the human environment. If significant environmental issues are identified and cannot be mitigated, an Environmental Impact Statement (EIS) would be prepared, or the Proposed Action would be abandoned and no further action would be taken.

1.5.2 Integration of Other Environmental Statutes and Regulations

To comply with NEPA, the planning and decision-making process for actions proposed by federal agencies, involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an EA or EIS, which enables the decision-maker to have a comprehensive view of the major environmental issues and requirements associated with the

Proposed Action. According to CEQ regulations, the requirements of NEPA must be integrated “with other planning and environmental review procedures required by law or by agency so that all such procedures run concurrently rather than consecutively.”

1.6 Public Involvement

The Intergovernmental Coordination Act and EO 12372, *Intergovernmental Review of Federal Programs*, require federal agencies to cooperate with and consider state and local views in implementing a federal proposal. Air Force Instruction (AFI) 32-7060 requires the USAF to implement a process known as Interagency and Intergovernmental Coordination for Environmental Planning (IICEP), which is used for the purpose of agency coordination and implements scoping requirements. Through the IICEP process, JBA will notify relevant federal, state, and local agencies; and the surrounding communities of the Proposed Action and provide them sufficient time to make known their environmental concerns specific to the action.

1.7 Introduction to the Organization of this Document

This Supplemental EA is organized into 7 Sections.

- Section 1 contains the Purpose of and Need for the Proposed Action. This section provides details of the location of the Proposed Action; background information on JBA; a description of interagency coordination and community involvement; and an introduction to the organization of the Supplemental EA.
- Section 2 provides a Detailed Description of the Proposed Action; a description of the No Action Alternative; a description of the decision to be made; and identification of the preferred alternative.
- Section 3 contains a general description of Environmental Effects, namely the biophysical resources and baseline conditions that could potentially be affected by the Proposed Action or the No Action Alternative, and it presents an analysis of the environmental consequences.
- Section 4 analyzes the Cumulative and Adverse Impacts on JBA.
- Section 5 lists the Preparers of the SEA, and
- Section 6 lists the References or sources of information used in the preparation of this document.
- Appendix A includes the IICEP distribution list, a copy of the IICEP letter mailed to the agencies for this action, and agency and public comments on the Draft Supplemental EA, once received.

The draft FONSI for the proposed construction of the parking facility is in Appendix B.

2. Description of Proposed Action and Alternatives

2.1 Detailed Description of the Proposed Action

The purpose of the proposed action is to support the current and future demand of the DC ANG training and security actions within the National Capital Region (NCR).

Under the Proposed Action, DC ANG would construct a satellite parking facility on a 2.6 acre wooded site south of its designated license area. The Proposed Action would provide 138 parking spaces for use by DC ANG personnel. This facility would replace 138 of the 155 parking spaces lost due to reconfiguration of existing site to meet current antiterrorism standards, as outlined in UFC 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*, 9 February 2012.

Current parking facilities within the license area afforded to the DC ANG cannot support the present staffing. Also, the present parking configuration does not comply with UFC 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*, 9 February 2012. Changes needed to implement these standards require reconfiguration of existing facilities to provide a minimum standoff distance buffer zone (*Appendix B: Section B-1.1: Standoff Distances*). This change would significantly lessen the already insufficient parking facilities and thus, would not provide adequate facilities for of all of the required personnel. The Proposed Action would offset some of the impacts created due to reconfiguration of existing site to meet current antiterrorism standards.

The site for the Proposed Action currently contains mature forest and non-tidal wetland buffers. The proposed action would remove 2.6 acres of forest and permanently impact 0.21 acres of wetland buffer. No wetland would be permanently impacted. Air Force policy regarding wetland management is derived from compliance with *Executive Order 11990, Protection of Wetlands* and is detailed in Chapter 3 of *Air Force Instruction (AFI) 32-7064*.

2.3 No Action Alternative

Under the No Action Alternative, the satellite parking facility would not be built and significant number of essential personnel would be unable to efficiently access base facilities for daily and emergency activities. Currently 577 weekday personnel and 1197 weekend personnel must report for duty. Increased staffing due to BRAC activity will be augmenting these numbers. The No Action Alternative would likely be an infeasible alternative as the DC ANG would not be able to meet its primary objectives.

2.4 Decision to be Made and Identification of Preferred Alternative

JBA would make one of the following decisions:

- Implement the Proposed Action
- Not implement the Proposed Action (No Action Alternative)

Based on the primary criteria of finding a location that best suits the mission of the DC ANG, proximity to existing facilities, site vacancy, current and proposed land use, JBA determined the Proposed Action to be the best available location. Therefore, the Preferred Alternative is the implementation of the Proposed Action as selected by JBA.

3. ENVIRONMENTAL EFFECTS

Section 3 describes the biophysical resources and baseline conditions that could potentially be affected by the Proposed Action or the No Action Alternative. This section also presents an analysis of the environmental consequences. In compliance with NEPA, CEQ regulations, and 32 CFR Part 989, as amended, the description of the affected environment focuses on those resources and conditions potentially affected by the Proposed Action. This Supplemental EA examines potential, site-specific effects of the Proposed Action on two resources: water resources, and biological resources. These resource areas were identified as being potentially affected by the Proposed Action, and include applicable critical elements of the human environment whose review is mandated by EO, regulation, or policy.

Other resource areas (noise, land use, air quality, safety, geological resources, cultural resources, socio-economics and environmental justice, and hazardous materials and waste) potentially affected by the Proposed Action were found to be sufficiently described and evaluated in the approved BRAC EA. The Proposed Action would not impact these other resource areas and therefore they were not analyzed further.

Under the Proposed Action, JBA would construct a satellite POV parking facility to replace the existing facilities that do not meet the current *DoD Minimum Antiterrorism Standards for Buildings*. The proposed construction would not change usage patterns at JBA. All of the construction and impacts would be temporary and similar to those described in the BRAC EA.

3.1 Water Resources

Water resources include groundwater, surface water, floodplains, and wastewater and stormwater systems. Evaluation identifies the quantity and quality of the resource and demand on the resource for potable, irrigation, and industrial purposes. Groundwater, floodplains, and wastewater should not be impacted from the Proposed Action and were not analyzed in the Supplemental EA.

Well engineered stormwater systems would reduce high amounts of sediment and other contaminants, which would otherwise flow directly into surface waters. Areas with higher proportions of impervious surfaces, such as urban areas, would require more stormwater management.

3.1.1 Existing Conditions

Stormwater at JBA is currently conveyed through oil/water separators and underground stormwater management structures within the industrial areas of JBA. Stormwater is also mitigated by means of drainage swales and ditches in other areas of JBA. Ultimately, all surface runoff is conveyed into a network of primarily underground culverts, which is later discharged through 8 major storm-drain outfalls. Stormwater is eventually discharged into Henson Creek, Meetinghouse Branch, and Payne Branch to the west; Cabin Creek and Charles Branch to the east; and Piscataway Creek to the southeast. All of these streams ultimately flow into the Potomac or Patuxent Rivers (JBA 2010).

To manage on-base stormwater runoff and protect the quality of surface water on and within the vicinity of the base, JBA has been issued two general National Pollutant Discharge Elimination System (NPDES) permits: (1) Multi-Sector General Permit for Stormwater Associated with Industrial Activities;

and (2) NPDES General Permit for Storm Water Discharges from state and federal Small Municipal Separate Storm Sewer Systems. In order to comply with the requirements of these permits, JBA has prepared and implemented a Stormwater Pollution Prevention Plan (SWPPP) that includes water quality monitoring requirements and Best Management Practices (BMPs) to minimize the potential for contaminants to reach nearby surface waters (JBA 2010).

3.1.2 Environmental Consequences

The implementation of the Proposed Action would result in an increase of impervious surface area. To help offset this increase, the proposed new parking facility would integrate low-impact stormwater management features and bioretention devices. Specific management features such as infiltration structures would be selected during the project design phases in accordance with the SWPPP. Long-term direct beneficial effects would be expected from the complete build out of the satellite parking facility..

Temporary, direct, and minor adverse effects from stormwater volume and reduced quality, might occur during construction activities associated with the Proposed Action. However, these adverse effects would be limited to the immediate area of construction and would subside at the end of construction activities. The Proposed Action would comply with Maryland's Regulatory Program for Sediment and Erosion Control at Construction Sites, which requires employing erosion control BMPs at all sites with disturbances of greater than 5000 square feet. Erosion and sedimentation controls would be in place during construction to reduce and control siltation or erosion impacts on areas outside of the construction site.

The SWPPP identifies control measures and BMPs to reduce sediment transfer and soil erosion (JBA 2010). Adherence to these requirements minimizes degradation of receiving waters and adjacent environments. Additional requirements for management of stormwater runoff are provided in *Maryland Stormwater Management Guidelines for State & Federal Projects*, and specific methods are provided in the *2000 Maryland Stormwater Design Manual* or the most current version. During final design of structures and landscaping of the Proposed Action, a stormwater management plan would be developed and submitted to the Maryland Department of the Environment, and state concurrence sought before implementation of the Proposed Action. Project design and Implementation of the Proposed Action would have very little impact on peak discharge of Piscataway Creek, which eventually flows downstream into the Patuxent River. Adherence to proper engineering practices and applicable codes and ordinances would reduce stormwater runoff-related impacts to an insignificant level. Construction would meet all appropriate federal and state stormwater regulations and EISA 2007 (JBA 2011).

3.2 Biological Resources

Biological resources include native or naturalized plants and animals, and their associated habitats such as wetlands, forests, and grasslands. Sensitive and protected biological resources include plant and animal species that are listed for protection on both the state (Maryland Department of Natural Resources [MDNR]) and federal (United States Fish and Wildlife Service [USFWS]) levels. Determining which species occur in an area affected by implementation of an action can be accomplished through literature reviews and coordination with appropriate federal and state regulatory agency representatives, resource managers, and other knowledgeable experts.

Wetlands are an important natural system with diverse biological and hydrological functions. These functions include water quality improvement, groundwater recharge and discharge, pollution

mitigation, nutrient recycling, unique plant and wildlife habitat provision, stormwater attenuation and storage, sediment detention, and erosion protection. Wetlands are protected as a subset of the Waters of the United States under Section 404 of the CWA and incorporate deep-water and special aquatic habitats (including wetlands). The U.S. Army Corps of Engineers (USACE) defines wetlands as “those areas that are inundated or saturated with ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR Part 338).

3.2.1 Existing Conditions

The BRAC EA states, in section 3.3 *Biological Resources*, that nearly eighty percent of the main base of JBA is developed or intensely managed. A wetland delineation conducted by an outside consulting engineering firm in February 2012, and subsequently confirmed by Maryland Department of the Environment (MDE) and the Army Corps of Engineers, shows that this specific site is not developed. At this time, the site is covered by a mature mixed hardwood forest predominated by oaks. Forested Palustrine Wetland buffers make up 0.21 acres of the 2.6 acre forested site. The buffer area is defined as a 25' zone measured from the edge of the delineated wetland, in accordance with the *1989 Maryland Non-tidal Wetlands Protection Act*.

The BRAC EA states, in section 3.3 *Biological Resources* that wildlife on JBA consists of birds and mammals. No sensitive wildlife is known to occur at JBA. Sensitive plants identified on JBA have not been observed at this site and would not be affected by the Proposed Action. Should proposed projects occur in the vicinity of sensitive species, additional NEPA analysis would be required.

In October 2012, an outside consultant assessed potential construction impacts within a restricted infiltration remediation area identified as LF-05. The proposed action is located within the northern portion of the LF-05 drainage basin, outside the landfill. No surface or groundwater discharge should be increased within this drainage basin, per the recommendations outlined by the outside consultant (see appendix C).

3.2.2 Environmental Consequences

As guided by *Executive Order (EO) 11990, Protection of Wetlands*, and *Air Force Instruction (AFI) 32-7064, 17 September 2004, Integrated Natural Resources Management*, notification for wetland impacts must be made. The Air Force policy regarding wetland management detailed in Chapter 3 of *AFI 32-7064* says that “to the maximum extent practicable the Air Force will avoid actions that either destroy or adversely modify wetlands”. Jurisdictional wetland buffers within the project area occur within the limits of disturbance of the proposed parking facility. Actual wetlands occur adjacent to the proposed site, outside the project area, to the south and west.

The wetland presently receives overland flow, discharge from SWM pipes, and water from several culverts. Impacts to this wetland buffer would occur as a result of the construction of the proposed parking facility. In addition, impacts to the wetlands could occur due to landform modifications, which may, but it is not anticipated to, impede flow from sources feeding these adjacent wetlands.

This reported impact is to wetland buffer and not the actual wetland. Any loss of wetland acreage would require a U.S. Army Corps of Engineers Clean Water Act (CWA) Section 404(b) permit. The USAF is committed to mitigating the loss of the wetland area through either creation of a similar feature nearby,

or enhancing the existing wetlands, as required. Permitting would be determined based on negotiations between the USAF, DC ANG and the MDE.

During the EA development process, other alternative locations, as noted in paragraph 2.2, were reviewed under the requirements of the National Environmental Policy Act (NEPA), but were eliminated from further detailed analysis as they did not meet the goals of the stated purpose and need for action. Additionally, it was determined that implementation of these other alternatives would not be practicable and could result in an overall greater environmental impact. Based on the EA it can be determined that the only practicable alternative for development, as described in the “Description of the Proposed Action”, would be to construct a satellite parking facility on a 2.6 acre wooded site south of its designated license area.

As guided by the *AFI 32-7064, 17 September 2004, Integrated Natural Resources Management*, and the *Revised Integrated Natural Resources Management Plan (2006-2011) for JBA*, any removal of trees must be mitigated. Construction of the 113 ANG parking facility would result in the long-term loss of 2.6 acres of mixed hardwood forest. The size of the forested area to be cleared represents a negligible (<0.0001) percentage of the remaining forest cover within the State of Maryland (MDNR 2003) and a negligible (<0.003) percentage of forest cover at JBA. Following project implementation, DC ANG would replace 60 percent of the lost forest canopy for the construction of the parking lot per the *JBA Environmental Protection Standards for Contracts (2012)*. Replacement planting will be 1.6 acres.



Figure 3-1, Afforestation Location. The location of the replacement planting has been identified as the CDC site located at the NW corner of the intersection of Dower House Road and Fetchet Avenue.

Based on the *Environmental Protection Standards for Contracts*, replacement trees must be native species, with a 2-5 inch caliper, and arranged in stands similar to those removed. Additionally, the project would meet or exceed regulations required by the State of Maryland *Forest Conservation Act*, per those negotiations.

The construction activities associated with the Proposed Action would not impact wildlife reproduction, movement, or habitat.

3.2.3 Remediation site LF-05 Consequences

The Assessment Document prepared by outside consultants (Appendix C) states that construction activities must not increase flow to the tributaries of Piscataway Creek located southwest of LF-05. The existing drainage patterns show that water originating from the Proposed Action is within the northern portion of the drainage area for LF-05, which flows in a WSW direction. Surface and ground water originating from area of the Proposed Action does not currently contribute water volume to the restricted discharge area outlined in the Assessment document.

Proposed temporary sediment and erosion control measures and proposed permanent stormwater measures will maintain existing flow patterns and volumes. The Proposed action will not contribute any excess flow during construction or after completion.

3.3 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and existing conditions would remain as-is. The No Action Alternative would reduce the overall organization and effectiveness of DC ANG operations at JBA.

4. CUMULATIVE AND ADVERSE IMPACTS

Cumulative impacts to environmental resources result from the incremental effects of an action when combined with other past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor, but collectively substantial, actions undertaken over a period of time by various agencies (federal, state, and local) or individuals. In accordance with NEPA, a discussion of cumulative impacts resulting from projects that are proposed (or anticipated over the foreseeable future) is required.

4.1 Impact Analysis

The scope of the cumulative effects analysis involves both the geographic extent of the effects and the time frame in which the effects could be expected to occur, as well as a description of what resources could potentially be cumulatively affected. When addressing cumulative impacts on wetlands and waters of the United States, the geographic extent for the cumulative effects analysis is the watershed in which the Proposed Action and alternatives have the potential to impact, primarily concentrating on past, present, and reasonably foreseeable actions on and within JBA and the surrounding ecosystem.

The 2007 BRAC EA assessed cumulative impacts resulting from BRAC-related projects (increased personnel, transportation system improvements, conversion of MGMC from a hospital to outpatient care facility, addition of Air National Guard Headquarters to JBA). Cumulative impacts from these projects were found to be minimal to most resource areas. The Proposed Action comprises a small portion of the current and planned development activities at JBA and within the NCR, and would have negligible cumulative impacts on the resources at JBA.

Any water resource or biological resource impacts will be mitigated either on or offsite to the satisfaction of regulating bodies.

5. Preparers

This SEA has been prepared under the direction of the DC ANG at Joint Base Andrews-Naval Facility Washington (JBA) by Loiederman Soltesz Associates Inc. The individuals who contributed to the preparation of this document are listed below.

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6. References

- JBA 2010 General Plan Update, Joint Base Andrews-Naval Facility, Washington, Maryland. January 2010.
- JBA 2011 General Plan Environmental Assessment for Joint Base Andrews-Naval Facility Washington, Maryland. April 2011. Prepared for: US Air Force Center for Engineering and the Environment.
- JBA 2007 Revised Integrated natural Resources Management Plan (2006-2011). June 2007. Prepared for Andrews Air Force Base by USACOE Baltimore District
- JBA Joint Base Andrews Environmental Protection Standards for Contracts (2012)
- AFI 2004 Air Force Instruction 32-7064. September 2004. Integrated Natural Resources Management.
- JBA 2007 Final Environmental Assessment for FY07-11 BRAC Construction Requirements at Andrews Air Force Base, Maryland. September 2007. Prepared for: US Air Force Center for Engineering and the Environment.
- DCANG 2004 Antiterrorism /Force Protection Update. August 2004. Prepared for: District of Columbia Air National Guard 113th Wing.
- DOD 2012 Unified Facilities Criteria. DOD Minimum Antiterrorism Standards for Buildings. UFC 4-010-01. February 2012.
- MDE 2011 Maryland Non-tidal Wetland Mitigation Guidance. January 2011. Prepared for MDE by Nontidal Wetlands and Waterways Division

Appendix A

Public Involvement/Interagency and Intergovernmental coordination for Environmental Planning
Correspondence List and Letter

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