

**DRAFT**  
**FINDING OF NO SIGNIFICANT IMPACT**

**ENVIRONMENTAL ASSESSMENT**  
**GROWDON GATE/ROAD RELOCATION AND PROPERTY ACQUISITION**

**JOINT BASE SAN ANTONIO-LACKLAND, TEXAS**

**AGENCY:** 802nd Civil Engineering Squadron (CES), Joint Base San Antonio-Lackland (JBSA-Lackland), Texas

**BACKGROUND:** The 1995 Base Realignment and Closure (BRAC) requirements realigned approximately half of Kelly Air Force Base (AFB) to JBSA-Lackland and transferred the remainder to what is now known as Port San Antonio (PSA), managed by a local reuse authority. PSA currently retains many government-maintained facilities referred to as “leaseback” facilities. More Air Force missions have been moved into PSA leaseback facilities because JBSA-Lackland has outgrown its existing buildings and infrastructure and does not have suitable Anti-Terrorism/Force Protection (AT/FP) compliant buildings/facilities.

JBSA-Lackland is preparing a long range master plan, known as the “Go West” Plan, under which missions currently at PSA would relocate to JBSA-Lackland proper over a 40 year period. At the present time, the “Go West” Plan has three independent components: (1) constructing a new entry control point and connecting road, (2) relocating airfield operations from the PSA property to the west side of the runway, and (3) relocating administrative and warehouse space from PSA to JBSA-Lackland property. Because all three components are located in the same geographical area, this proposal to implement the first component includes acquisition of the land for all three components. The purpose of this project is to implement the first component of the “Go West” Plan by upgrading and relocating the current Growdon Road Commercial Vehicle Inspection Area and Entry Control Point (CVIA/ECP) and relocating Growdon Road further west from its existing location. The upgrade and relocation of the CVIA/ECP and Growdon Road are needed to allow for more efficient and effective screening of commercial vehicles thereby avoiding congestion and extended wait times resulting from the current configuration. The relocation will also help to reduce conflicts between commercial traffic at the existing Growdon Gate and traffic related to the 433rd Airlift Wing’s mission-critical training operations. Finally, the upgrade and relocation of the CVIA/ECP is also needed to meet Unified Facilities Criteria (UFC), to provide efficient application of force protection measures, and provide an increased level of security.

A secondary purpose of this project is for JBSA-Lackland to acquire approximately 232 acres of City- and privately-owned land just north of JBSA-Lackland Main Base. Approximately 80 acres of this property is needed immediately to accommodate the relocation of the CVIA/ECP and Growdon Road. The remaining property would be used to accommodate expansion planning needs (e.g. relocation of leaseback facilities or other components of the “Go West” Plan, if cleared under the National Environmental Policy Act [NEPA] and implemented).

Pursuant to NEPA, 32 Code of Federal Regulations (CFR) 989 (*Air Force Environmental Impact Analysis Process*) (EIAP), and other applicable regulations, JBSA-Lackland completed an environmental assessment (EA) of the potential environmental consequences of property acquisition, new CVIA/ECP gate construction, and Growdon Road relocation. The attached EA, which is incorporated by reference and supports this Finding of No Significant Impact, evaluated the No-action Alternative and Proposed Action.

**PROPOSED ACTION:** 802nd CES proposes to acquire approximately 232 acres of land located northwest of the existing Growdon Road CVIA/ECP. A new CVIA/ECP will be constructed by the Air Force and operated on 80 acres on the western edge of the property, and the existing Growdon Road CVIA/ECP will be demolished. Demolition includes several buildings and structures for a total of approximately 4,230 square feet (sf). The Air Force will construct a new 9,000 foot long road from US Highway 90 at the Callaghan overpass, routed along the eastern edge of the Leon Creek floodplain buffer zone to the new gate location. A portion of this road will be concurrent with the existing Growdon Road. Approximately 249,033 sf of Growdon Road from the existing CVIA/ECP to the location of the new Growdon Road concurrence will be demolished; however, the Air Force will maintain access to any residences remaining along the existing Growdon Road. The remaining 152 acres of acquired land would be used to accommodate expansion planning needs (e.g. relocation of leaseback facilities or other components of the “Go West” Plan, if cleared under NEPA and implemented).

**NO-ACTION ALTERNATIVE:** Under the No-action Alternative, the Air Force would not acquire any additional acreage, and JSBA-Lackland would continue to use the existing Growdon Road and CVIA/ECP.

**SUMMARY OF FINDINGS FOR THE PROPOSED ACTION:**

**Noise.** There will be short-term increases in noise levels from construction and demolition noise; however, those increased noise levels would be at or below baseline noise levels at noise-sensitive receptors. There will be no long-term increase in noise levels.

**Land Use.** There will be a change in land use classifications; however, the changes will be compatible with existing land uses. Long-term losses of land available for farming, as well as a long-term, minor reduction in prime farmland available for agricultural use would result from implementation of the Proposed Action.

**Air Quality.** There will be a short-term increase in emissions during construction and demolition activities, resulting in minimal ambient air impacts. These impacts would be less than the 10 percent level considered regionally significant by the United States Environmental Protection Agency. There will be no long-term increases in air emissions, but rather a long-term decrease in engine emissions due to reduced engine idling times.

**Earth Resources.** There will be a short-term increase in soil disturbance and dust generated due to construction and demolition activities. Additionally, removal of the existing Growdon Road will increase potential for erosion, but best management practices will minimize the impacts to soils. There will be no long-term or permanent effects to earth resources and no change to lithology, stratigraphy, geological structures, soil composition, structure, or function.

**Biological Resources.** There will be no adverse impacts to vegetation, wetlands, federally-listed threatened or endangered species, and no introduction of invasive species. Short-term increases in noise will result in temporary impacts to wildlife. Potential impacts from noise and disturbance from construction could cause nesting migratory birds to abandon their nests; however, implementation of mitigation techniques and best management practices would minimize potential loss of migratory bird nests during construction. Road construction clearing activities would be conducted during the non-breeding season for most migratory birds (August through January) to ensure compliance with the Migratory Bird Treaty Act. This mitigation measure would reduce the potential adverse impacts on biological resources, especially protected species.

**Cultural and Traditional Resources.** There will be a no impacts to archaeological or historic resources.

**Water Resources.** There will be no impacts to groundwater, drainage patterns, or flood carrying capacities of water courses. Exposed soils from construction and excavation activities could create the temporary potential for erosion and increased sediment runoff into Leon Creek; however, these impacts would be minimized through the use of best management practices. There will be no adverse health hazard conditions or violation of established laws or regulations that have been adopted to protect or manage water resources in the area.

**Hazardous Materials and Wastes.** Asbestos and lead-based paint surveys will be required prior to demolition of buildings. There will be no collection, storage, or improper disposal of hazardous substances, including asbestos. No hazardous wastes will be generated and there will be no impacts to or from Environmental Restoration Program sites. JBSA-Lackland will realize long-term beneficial impacts from the removal of pesticide contaminated soils, if any should be found during construction and demolition activities.

**Infrastructure and Utilities.** There will be no change in electrical, natural gas, or potable water demand, and no increase in wastewater generation. Infrastructure upgrades will occur for electrical, potable water, storm sewer, and wastewater systems. Solid, non-hazardous waste increases resulting from construction and demolition activities can be accommodated by the local landfill. Increases in potential soil erosion from construction and demolition will be minimized through use of best management practices. There will be no security impacts.

**Transportation.** There will be slightly longer delay times and increased utilization of some intersections; however, no creation of major traffic hazards or increases in traffic such that there would be an adverse impact to the level of service.

**Socioeconomic Resources.** There will be no change to population, housing, education, or employment. Purchase of construction materials and goods will result in an increase in regional economic activity.

**Environmental Justice.** There will be no disproportionate and adverse impacts to minority or low-income populations.

**SUMMARY OF FINDINGS FOR NO-ACTION ALTERNATIVE:** 433rd Airlift Wing's mission-critical operations would continue to be impacted by commercial traffic through Growdon Road. Additionally, JBSA-Lackland assets and personnel would remain located in leaseback facilities at PSA delaying implementation of the "Go West" Plan. Use of the existing Growdon Road CVIA/ECP would also result in continued congestion and wait times for commercial vehicles limiting the efficiency and security of that ECP. Daily traffic volumes in the area would likely increase significantly under the No-action Alternative due to the number of installation development activities projected within the next few years; however, the traffic increase would not be expected to result in a change in the level of service at any intersection considered for analysis. The conditions and characteristics anticipated under the No-action Alternative for other resource areas would continue at levels equal to those occurring under the existing, baseline conditions.

**SUMMARY OF CUMULATIVE EFFECTS:** The cumulative impact of implementing these actions along with other past, present, and reasonably foreseeable future projects at JSBA-Lackland were assessed in the attached EA and no significant cumulative impacts were identified.

**SUMMARY OF PUBLIC REVIEW AND INTERAGENCY COORDINATION:** Public comments will be inserted after completion of the public comment period.

**FINDING OF NO SIGNIFICANT IMPACT:** Based upon my review of the EA, I conclude that the Proposed Action will not have a significant direct, indirect, or cumulative impact upon the environment. Accordingly, the requirements of the NEPA, regulations promulgated by the

President's Council on Environmental Quality, and 32 CFR Part 989 are fulfilled and an Environmental Impact Statement is not required at this time.

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THERESA C. CARTER  
Brigadier General, USAF  
Commander

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Date