

DRAFT
FINDING OF NO SIGNIFICANT IMPACT
BASE WIDE COMPREHENSIVE TRANSPORTATION PLAN
PETERSON AIR FORCE BASE, COLORADO

AGENCY: United States Air Force, 21st Space Wing

BACKGROUND

The United States Air Force (USAF) conducted an Environmental Assessment (EA) of the potential environmental and social consequences of implementing the proposed Base Wide Comprehensive Transportation Plan 2012 at Peterson Air Force Base (AFB), pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 United States Code §4321 to §4370d), Council of Environmental Quality's (CEQ) implementing regulations (40 Code of Regulations Part 1500-1508), and the Air Force Environmental Impact Analysis Process (EIAP) as promulgated in 32 CFR Part 989 (EIAP, 6 July 1999, as amended by 66 FR 16866, 28 March 2001). The EA is incorporated by reference herein.

ALTERNATIVES CONSIDERED

The Peterson AFB BluePrint – 2050 Plan was utilized as the existing condition around which alternatives were developed. Alternatives were developed by focusing on two goals:

- 1) process the peak vehicle demand at gates with a reasonable level of delay, and
- 2) provide at least 7,600 remote parking spaces in order to accommodate the growth and to replace parking spaces lost by locating the new facilities identified in the BluePrint – 2050 Plan.

Seven alternatives (Alternatives 1 through 7) and a No Action Alternative were initially developed to address the purpose and need for the project. Early screening determined that of these alternatives only four (Alternatives 1, 2, 3, and 4) had merit to continue through the screening process to be considered for the Preferred Alternative. Alternative 1 was determined to best meet the purpose and need was selected as the Preferred Alternative.

In addition to the Preferred Alternative, a No Action Alternative (as prescribed by CEQ regulations) was considered and evaluated in the EA. The No Action Alternative would not provide any major transportation improvements beyond continuing the existing level of maintenance and repair of the existing transportation and parking system.

PREFERRED ALTERNATIVE

Of the alternatives evaluated, Alternative 1 has been selected as the Preferred Alternative and has the following elements.

- ▶ **Gates** – The Preferred Alternative utilizes the existing west, north and east gates currently on Peterson AFB. Each of these gates would require modifications in the number of processing lanes and in the number of roadway lanes entering and exiting the gate. The Preferred Alternative has a new gate on Marksheffel Road north of the existing east gate. This new gate would have standard gate requirements including: gatehouse, vehicle

processing lanes, overwatch tower, and will be constructed to comply with all Antiterrorism/Force Protection requirements.

- ▶ **Remote Parking** – The alternative includes two remote parking areas that will accommodate 7,600 remote parking spaces. The remote parking lots would be served by a shuttle system implemented as part of the Preferred Alternative. Parking areas include:
 - **Northeast Parking Area.** This 3,600 space parking area is inside the proposed security boundary and is located at the southwest corner of the Space Village Avenue and Marksheffel Road intersection. This parking area is located inside of the proposed security boundary and identification checks would occur when personnel enter Peterson AFB through the gate in their private automobile prior to boarding a shuttle.
 - **West Off-Base Parking Area.** This is the main remote parking area of this alternative. This proposed parking area would be located outside of the west gate on land currently not under control of Peterson AFB. This parking area would consist of 4,000 parking spaces and several accesses would be provided along Stewart Avenue. This parking area is outside of the proposed security boundary and would have unsecured access point to adjacent public roadways, such as Stewart Avenue and Powers Boulevard. The parking area would be designed to meet Antiterrorism/Force Protection requirements, including standards for site fencing, lighting and standoff distances to nearby structures. Since shuttle passengers will be outside the proposed security boundary, identification checks would occur prior to boarding the shuttles.
- ▶ **Roadway** – The table below lists new roadway facilities and modifications to existing roadways facilities proposed for Alternative 1.

Table Preferred Alternative (Alternative 1) Roadway Changes

Roadway	Segment		Proposed Typical Section
	Beginning	End	
Paine Street	Peterson Boulevard	East Road	4-Lane
Paine Street	East New Road	Marksheffel Road	6-Lane
East Road	Vandenberg Street	Stewart Avenue	4-Lane
Patrick Street	Vandenberg Street	Paine Street	4-Lane
Vandenberg Street	Peterson Boulevard	East New Road	2-Lane
Ent Avenue	Goodfellow Street	Peterson Boulevard	2-Lane
Peterson Boulevard	Interchange	Patrick Street	6-Lane
Peterson Boulevard	Vandenberg Street	Paine Street	Close
Peterson Boulevard	Paine Street	Hamilton Avenue	2-Lane
Stewart Avenue	Visitor Center Access	Paine Street	6-Lane
Stewart Avenue	Malmstrom Street	Pete East	4-Lane
East Gate Road	Marksheffel Road	Stewart Avenue	6-Lane
North Parking Area Roadways	East Road	East Road	2-Lane

Alternative 1 was carried forward for further continued evaluation and was identified as the Preferred Alternative.

SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS

Consideration of effects described in the EA and a finding that they are not significant is a necessary and critical part of this Finding of No Significant Impact (FONSI) as required by 40 CFR 1508.13. Significance criteria are defined in 40 CFR 1508.27 to consider direct, indirect, and cumulative impacts and the context and intensity of impacts. The potential impacts of the Preferred Alternative were analyzed in detail in the Affected Environment chapter of the EA for the following resource areas and conditions: air quality, hazardous materials and hazardous waste management, biological resources, land use, water resources, noise, safety and security, and cumulative impacts. The analyses indicated that implementing the Preferred Alternative would have no significant direct, indirect, or cumulative effects on the quality of the natural or human environment. Best management practices described in the EA and incorporated into the Preferred Alternative, are generally required by laws, regulations, or USAF policies and are adopted by this decision.

PUBLIC NOTICE

NEPA, CEQ regulations, and the EIAP at 32 CFR Part 989 require public review of a Draft EA before the approval of the FONSI and implementation of any Preferred Alternative. The Draft EA was made available for a 30-day Federal, state, local agency, and public review and comment period through publication of a notice of availability in *The Gazette*, a local Colorado Springs news publication, on November 30, December 1 and 2, 2012. Notification letters of the availability of the Draft EA and Draft FONSI were distributed to various Federal, state, and local agencies, and a hard copy of the Draft EA and Draft FONSI was placed in the Penrose Library in Colorado Springs for review. An electronic copy of the Draft EA and Draft FONSI was available for public review and comment at: <http://www.fhueng.com/environmental/index.html>. The public comment period on the Draft EA closed on December 29, 2012. The USAF received comments on the project from ___ individuals and ___ agencies.

FINDING OF NO SIGNIFICANT IMPACT

Based on the requirements of NEPA, CEQ regulations, and the EIAP at 32 CFR Part 989, I conclude the environmental effects of the Preferred Alternative are not significant and therefore, an environmental impact statement is not required for this project and thus will not be prepared. The signing of this FONSI completes the USAF EIAP.

Approved:

CHRIS D. CRAWFORD
Colonel, USAF
Commander, 21st Space Wing

Date