

Final Finding of No Significant Impact

Proposed New Entry Control Complex

U.S. Air Force Reserve Command

Youngstown Air Reserve Station, Vienna, Ohio

Pursuant to the Council on Environmental Quality's (CEQ's) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act of 1969 (NEPA), Title 40 *Code of Federal Regulations* Parts 1500-1508, and 42 *United States Code* Sections 4321 *et seq.*, the U.S. Air Force Reserve Command performed an environmental assessment (EA) to evaluate the impacts of constructing a new Main Gate at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The EA is incorporated by reference into this Finding of No Significant Impact (FONSI).

Purpose and Need

The purpose of the Proposed Action is to provide a new permanent Main Gate for YARS that would accommodate the current mission and meet prescribed antiterrorism/force protection standards under the U.S. Department of Defense's Unified Facilities Criteria (UFC) and Air Force Instruction (AFI) 10-245, *Antiterrorism*. The existing gate does not meet these standards, thereby creating an increased security risk to the installation.

Description of the Proposed Action

The Proposed Action includes the construction of a new Main Gate for YARS. The new Main Gate would serve as the primary means of ingress and egress for installation personnel and would serve limited commercial traffic. The proposed Main Gate would consist of a gate house with covered canopy, vehicle inspection facility, visitor center, overwatch facility, roads, sidewalks, fencing, signage, parking, vehicle barrier systems, landscaping, and all associated infrastructure. Parking areas with associated ingress and egress lanes would be constructed for commercial vehicle inspection and for the visitor center. Following construction, the existing gate/main entrance area would be closed.

The proposed project footprint would be approximately 5.6 acres in size, including an inspection bay approximately 3,475 square feet (sq. ft.) in size, a gate house approximately 190 sq. ft. in size, an overwatch facility approximately 50 sq. ft. in size, and a visitor center approximately 1,535 sq. ft. in size.

Alternatives

CEQ regulations require that all reasonable alternatives be evaluated under NEPA. Alternatives may be eliminated from detailed analysis in a NEPA document based on their infeasibility and operational constraints, technical constraints, or substantially greater environmental impacts relative to other alternatives under consideration. For this EA, only the Preferred Alternative and the No Action Alternative were analyzed. Because of the constraints of internal development at YARS and the adjacent Youngstown-Warren Regional Airport, no other alternatives were identified as feasible for construction of a new Main Gate.

Alternatives Considered in Detail

Alternative 1: Preferred Alternative

Alternative 1, the U.S. Air Force's (USAF's) Preferred Alternative, would involve construction of the new Main Gate on a privately owned 42.35-acre parcel adjacent to and east of the existing main entrance. The USAF would acquire the land prior to construction. A new four-lane asphalt road with a divided median would be constructed from King Graves Road to the proposed gate house and then narrow to two lanes and intersect with Herriman/Twining Road. An existing segment of Perimeter Road would be removed during the reconfiguration of the entrance road. Perimeter Road would intersect the new entrance road

north of the intersection with Herriman/Twining Road. Parking areas with associated ingress and egress lanes would be constructed for commercial vehicle inspection and for the visitor center. During construction, additional areas within the parcel would be used for laydown and temporary construction vehicle access. King Graves Road would be widened to include two new turn lanes for traffic turning into the Main Gate from both directions along King Graves Road.

No Action Alternative

The No Action Alternative represents baseline conditions, which are used for comparison to future conditions that would exist under the Proposed Action. Under the No Action Alternative, the Proposed Action would not be implemented. A new Main Gate would not be constructed and the existing gate, which does not meet current antiterrorism/force protection requirements, would continue to operate. This could result in a significant impact to the safety of those at YARS and within its vicinity.

Alternatives Considered but Eliminated

Redesign and renovation of the existing Main Gate is not a viable option because the area lacks sufficient space for expansion of facilities to meet current antiterrorism/force protection standards. Moving the gate farther south onto YARS is also not a viable option because there are buildings and infrastructure inside the existing main gate.

YARS considered constructing the new Main Gate along State Route 193, at the southeastern corner of the installation, east of the YARS firefighting training area. This land is privately owned and would require the owner to terminate existing leases on portions of the land prior to sale of the property to the USAF. There are residential structures, a small pond, and wetlands on the property. This alternative was eliminated due to site constraints that limit design flexibility for accommodating both privately owned vehicle traffic and commercial traffic. YARS could consider this site for an alternate gate in the future, which could be used as a secondary entrance to the installation, or to segregate privately-owned vehicle traffic from commercial traffic.

Potential Environmental Impacts

The EA prepared for YARS contains a comprehensive evaluation of the existing conditions and environmental consequences of implementing the Proposed Action's Preferred Alternative and the No Action Alternative, as required by NEPA. Based on the findings of the EA, there would be no significant impact on any environmental resources resulting from the Proposed Action or the No Action Alternative. The following best management practices and mitigation/conservation measures would be implemented under the Preferred Alternative:

- Stormwater impacts on runoff would be reduced by reseeding disturbed areas, incorporating low-maintenance plant species, installing sediment fencing, applying water to disturbed soil, and limiting soil disturbance only to areas where construction is proposed. Detention basins would be incorporated into the design to manage large quantities of stormwater. An erosion and sedimentation pollution control plan would be developed in accordance with the stormwater management requirements of Trumbull County and the Ohio Environmental Protection Agency.
- Air quality impacts would be reduced by applying water to, or using other stabilization measures on, areas of bare soil or soil piles, creating wind breaks, and covering dump trucks that transport materials that could become airborne.
- Contractors would maintain construction equipment in accordance with manufacturers' specifications to keep unnecessary noise impacts and air emissions to a minimum.
- If contaminated groundwater or soils were encountered during construction activities, handling, storage, transportation, and disposal activities would be conducted in accordance with applicable federal, state, and local regulations, AFIs; and YARS management procedures.
- Construction would primarily occur on weekdays during daylight hours. Construction may also occur occasionally during daylight hours on weekends.
- Temporary fencing would be installed around the construction site to prevent unauthorized access to the active construction zone.

- Clearing of trees greater than 3 inches diameter at breast height would only be conducted between October 1 and March 31 to avoid impacts on the Indiana bat.
- If any unanticipated discoveries of archaeological resources or cultural items were to occur, work would be temporarily halted at the discovery site until appropriate notifications and consultations were complete, and procedures were in place to minimize adverse effects and/or render disposition of cultural items.
- During construction, signs would be placed on King Graves Road to alert drivers to changes in traffic patterns and trucks entering and exiting the road.

Public Review and Comment

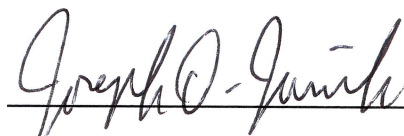
The draft final EA and draft final FONSI were available to the public for review and comment for a period of 30 days. The public notice was published in the *Tribune Chronicle* and *Vindicator* newspapers. Copies of the draft final EA and the draft final FONSI were placed at the Cortland Public Library, at 578 Lakeview Drive, Cortland, Ohio 44410; and the Howland Public Library at 9095 E. Market Street, Warren, Ohio 44484. The draft final EA and draft final FONSI were also made available online at <https://www.youngstown.afrc.af.mil/About/Public-Notice>. At the same time, a link to the draft final EA and draft final FONSI was provided to the Ohio Department of Natural Resources at their request. No public or agency comments were received during the 30-day review period.

NEPA Determination

Based on the findings of the EA, there would be no significant impact resulting from the Proposed Action's Preferred Alternative or the No Action Alternative. This FONSI was prepared to accompany the EA, which concludes that preparation of an environmental impact statement is not required for this Proposed Action.

Signature:

Approved by:



JOSEPH D. JANI, Colonel, USAF
Commander

3 July 19

Date