DRAFT

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (SEA)
FOR
REAL ESTATE OUTGRANT FOR A CHARTER SCHOOL
AT
JOINT BASE ANACOSTIA-BOLLING (JBAB), WASHINGTON, DC

PREPARED FOR:

Department of the Air Force
JBAB, Washington, DC

November 2020

Letters or other written comments provided may be published in the Final SEA. As required by law, substantive comments will be addressed in the Final SEA and made available to the public. Any personal information provided will be kept confidential. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final SEA. However, only the names of the individuals making comments and their specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final SEA.

DRAFT FINDING OF NO SIGNIFICANT IMPACT (FONSI)

REAL ESTATE OUTGRANT FOR CHARTER SCHOOL AT

JOINT BASE ANACOSTIA-BOLLING (JBAB), WASHINGTON, DC

Pursuant to provisions of the National Environmental Policy Act (NEPA), Title 42 United States Code (USC) Sections 4321 to 4347, implemented by Council on Environmental Quality (CEQ) Regulations, Title 40, Code of Federal Regulations (CFR) §1500-1508, and 32 CFR §989, Environmental Impact Analysis Process, the U.S. Air Force (USAF) assessed the potential environmental consequences to accommodate the construction and operation of a public charter school on Joint Base Anacostia-Bolling (JBAB) property serving the District of Columbia and JBAB military families.

An EA for the Proposed Action was conducted by the Naval Facilities Engineering Command (NAVFAC) Washington, which evaluated in detail the potential environmental impacts associated with two action alternatives, Site 1-Northern Location (Alternative 1), Site 2-Southern Location (Alternative 2) and the No Action Alternative. However, the USAF has identified a third action alternative and wishes to include it as part of the Proposed Action. The third action alternative, hereafter referred to as Site 3-Central Location (Alternative 3) was evaluated in the attached Supplemental EA (SEA) and is now the Preferred Alternative.

The *Environmental Assessment (EA) for Real Estate Outgrant of a Charter School* (Charter School EA) is being adopted by the USAF to inform decisions for current and future proposed actions at JBAB, including the proposed charter school. The Charter School EA analyzed the following resource areas in detail for Sites 1&2: air quality, water resources, cultural resources, infrastructure, transportation, socioeconomics, and environmental justice. Airspace, biological resources, geology and earth resources, land use, visual resources, hazardous materials and waste, and safety and occupational health were considered for potential impacts but eliminated from detailed analysis in the Charter School EA. This SEA has evaluated all the same resource areas that were analyzed in the Charter School EA. The SEA incorporates by reference much of the analysis previously completed in the Charter School EA, as applicable. All resource areas for Alternative 3 were evaluated on their merit while considering the alternate location.

The screening factors for identifying sites that meet the Purpose and Need for this action are incorporated by reference in this FONSI (NAVFAC, 2020). One of the screening factors for siting the proposed school location is that it would be along the perimeter of the base for ease of access for non-military students and their families. However, after careful review, The AF determined that Site 3, although it is not directly adjacent to the base perimeter, would be a more suitable alternative. As described in the attached SEA, schoolchildren from non-military families would still be able to access the proposed charter school through the existing South Gate and parents would not need to be vetted.

NO-ACTION ALTERNATIVE

The No Action Alternative serves as the baseline against which the Proposed Action can be evaluated to identify impacts to the natural and built environments. Under the No Action Alternative, the proposed charter school would not be constructed on JBAB property. JBAB students would be either home schooled or bused to 33 public and charter schools in DC with commutes of up to 60 minutes each way.

SUMMARY OF FINDINGS

Geological Resources, Airspace, Biological Resources, Land Use, Visual Resources, Hazardous Materials and Waste, and Public Health and Safety were not carried forward for detailed analysis in the Charter School EA (NAVFAC, 2020). Developing the proposed Charter School at Site 3 would not

introduce any previously unanalyzed factors that would create a potential for environmental impacts to those resource areas for Alternative 3. Therefore, those resource areas are eliminated from detailed analysis in the attached SEA.

The Charter School EA identifies certain mitigation measures that would need to be implemented as they apply to Alternative 3 for transportation only. With the implementation of mitigation measures similar to those recommended below for transportation and based on the analysis in the attached SEA; the USAF has concluded that no significant adverse effects would occur to the following resources as a result of implementing the Preferred Alternative (Alternative 3).

Transportation: Concerning transportation, the Charter School EA included recommended mitigations to minimize impacts to transportation. Potential mitigations were recommended for Sites 1 and 2 in the Charter School EA. Site 3 is within 1 mile of Site 2. Similar to Site 2, recommended mitigation measures would be implemented to minimize impacts to no significant impact to transportation. Potential mitigations for Site 2 are recommended in **Section 3.6.2.3** of the Charter School EA and in the Transportation Study, which is included as Appendix E of the Charter School EA (NAVFAC, 2020). Considerations for recommended mitigations for Site 3 are included in this SEA. Since mitigation measures are site-specific, adaptations to tailor potential mitigations for Site 3 would be required.

Some mitigation measures for truck traffic would apply regardless of the alternative selected and are listed in **Section 3.8.2** of this SEA. LEARN would assume responsibility for all mitigation measures. LEARN's responsibility for mitigation measures would be outlined in an agreement once the location is determined (NAVFAC, 2020). All mitigation measures would be designed in consultation with the USAF and DDOT. Any new sidewalk construction and/or improvement to sidewalks and crosswalks associated with final site design of Alternative Site 3 would comply with the ADA and DDOT requirements. The USAF has re-initiated consultation with DDOT to request the agencies opinion on any additional mitigation measures specific to Site 3 they may have [**SEA-Attachment B**]. The results of this consultation will be provided in the Final version of the SEA and FONSI.

With implementation of mitigation measures, impacts on pedestrian and bicycle networks would be beneficial and adverse impacts on traffic would be minimized to no significant impact.

***Air Quality*:** The Region of Influence (ROI) for air quality is the same for Alternative 3 as it is for Alternatives 1 and 2. Based on the analysis conducted in the EA, Alternative 3 would be comparable to Alternatives 1 and 2. There would be short-term, minor air emissions during construction, and long term minor air emissions from facility operations and commuters (NAVFAC, 2020).

Noise: Implementation of Alternative 3 would result in minor impacts on the noise environment and would not be significant.

Infrastructure/Utilities: Implementation of Alternative 3 would result in minor increases to utility consumption that would not be significant and would not result in a significant impact to infrastructure.

Cultural Resources: The USAF is awaiting concurrence from the District of Columbia Historic Preservation Office (DC HPO) concurring on the USAF's finding of no historic properties affected. USAF and SHPO correspondence letters and records of communication are provided in **Attachment B** of the SEA. The results of the coordination with the DC HPO will be provided in the Final SEA.

Socioeconomics: Implementation of any of the alternatives, including the Site 3 alternative would result in minor, beneficial impacts that would not be significant to socioeconomics conditions in the ROI (NAVFAC, 2020).

Environmental Justice: There would be no potential for disproportionate impacts to occur that would significantly affect human populations, low income, minority, or otherwise. There would be a potential for minor beneficial impacts that would not be significant to these communities due to the creation of jobs

associated with running of the charter school and an additional option for families with school-age children in the local area (NAVFAC, 2020)

Water Resources: If Alternative 3 is implemented, construction contractors would be responsible for adhering to the measures for water quality associated with construction practices as described in the Charter School EA for Sites 1 and 2 (NAVFAC, 2020). Alternative 3 contains no wetlands, however it is located in a 500-year floodplain. All measures associated with construction would be taken for building in a 500-year floodplain, and there would be minimal long term and short term effects on water resources for the Proposed Action.

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Based on my review of the facts and analyses contained in the attached SEA, conducted under the provisions of NEPA, CEQ Regulations, and 32 CFR §989, I conclude that the Proposed Action of the construction and operation of a public charter school on JBAB property serving the District of Columbia and military families would not have a significant environmental impact. Additionally there would be no significant environmental consequences that would result from environmental trends or planned actions which are reasonably foreseeable and have a close causal connection to the Proposed Action. Accordingly, an Environmental Impact Statement is not required. The signing of this FONSI completes the environmental impact analysis process.

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Michael J Zuhlsdorf, Colonel/USAF Date

1.0 PURPOSE OF AND NEED FOR ACTION

1.1 INTRODUCTION

The United States Air Force 11th Wing (USAF) is proposing to develop and operate a charter school in partnership with the Lawndale Educational and Regional Network (LEARN) on Joint Base Anacostia-Bolling (JBAB). An Environmental Assessment (EA) analyzing site selection Alternatives 1 and 2 was conducted by Naval Facilities Engineering Command (NAVFAC) Washington, which yielded a Finding of No Significant Impact (FONSI) in September 2020. On June 24, 2020, a Memorandum of Agreement (MOA) was signed transferring the lead responsibility of Joint Base Anacostia-Bolling, Washington, DC, from the Navy to the USAF, including Proposed Actions requiring NEPA compliance. Based on the MOA, the USAF is now the lead agency for implementing NEPA for this Proposed Action. To establish the school on installation property, the USAF would retain ownership of the property and enter into a real estate outgrant with the LEARN Charter School Network.

1.2 BACKGROUND

The *EA for Real Estate Outgrant for a Charter School*, hereafter referred to as "Charter School EA," originally evaluated in detail the potential environmental impacts associated with two action alternatives, Site 1-Northern Location (Alternative 1), Site 2-Southern Location (Alternative 2) and the No Action Alternative. However, the USAF has identified a third action alternative and wishes to include it as part of the Proposed Action. The third action alternative, hereafter referred to as Site 3 – Central Location (Alternative 3) throughout this document, is being evaluated in this Supplemental EA (SEA) and is now the Preferred Alternative. The Charter School EA analyzed the following resource areas in detail: air quality, water resources, cultural resources, infrastructure, transportation, socioeconomics, and environmental justice. Airspace, biological resources, geology and earth resources, land use, visual resources, hazardous materials and waste, and safety and occupational health were considered for potential impacts but eliminated from detailed analysis in the Charter School EA. This SEA has evaluated all the same resource areas in detail that were analyzed in the Charter School EA. The SEA incorporates by reference much of the analysis previously completed in the Charter School EA, as appropriate. All resource areas for Alternative 3 were be evaluated on their merit while considering the alternate location.

1.3 SCREENING FACORS

One of the screening factors for siting the proposed school location is that it would be along the perimeter of the base for ease of access for non-military students and their families. However, after careful review, The USAF determined that Site 3, although it is not directly adjacent to the base perimeter, would be a safer alternative. Schoolchildren from non-military families would still be able to access the proposed charter school through the existing South Gate and parents would not need to be vetted. The remaining screening factors for identifying Sites that meet the Purpose and Need for the Proposed Action are incorporated by reference in this SEA (NAVFAC, 2020).

1.4 PURPOSE OF THE ACTION

The purpose of the Proposed Action is to accommodate the construction and operation of a public charter school on JBAB property (NAVFAC, 2020).

1.5 NEED FOR THE ACTION

The need for the Proposed Action is to provide additional educational opportunities for military families. Currently, there are limited available charter school opportunities around JBAB for military dependents (NAVFAC, 2020).

1.6 ENVIRONMENTAL COMPLIANCE OVERVIEW

1.6.1 Environmental Impact Analysis Process

As the lead agency, the USAF developed this SEA in combination and compliance with the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] 4321 et seq.), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the NEPA (40 Code of Federal Regulations (CFR) Parts 1500 – 1508), and USAF Environmental Impact Analysis Process (EIAP) (32 CFR Part 989). There is no Cooperating Agency for this EA. **Attachment B** contains copies of correspondence with agencies consulted with during this analysis.

1.6.2 Interagency Coordination and Consultations

Per the requirements of Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs,* federal, state, and local agencies with jurisdiction that could be affected by the Proposed Action were notified during the development of this SEA.

1.6.3 Government-to-Government Consultations

EO 13175, *Consultation and Coordination with Indian Tribal Governments* directs federal agencies to coordinate and consult with Native American Tribal governments whose interests might be directly and substantially affected by activities on federally administered lands. In accordance with the EO, Department of Defense Instruction (DoDI) 4710.02, *Interactions with Federally-Recognized Tribes*, and Air Force Instruction (AFI) 90-2002, *Air Force Interaction with Federally-Recognized Tribes* the USAF initiates consultation with Native American Tribal governments when a Proposed Action may have the potential to affect properties of cultural, historical, or religious significance.

There are no federally recognized Indian tribes present in DC. To date, no traditional cultural properties or American Indian sacred sites have been recorded at JBAB (NAVFAC, 2020). The current JBAB Integrated Cultural Resources Management Plan contains a complete list of laws and procedures relating to American Indian patrimony, which would be implemented in the event of an unanticipated discovery (NAVFAC, Washington, 2014a).

1.6.4 Historic Preservation Consultations

For the Charter School EA, The Advisory Council on Historic Preservation (ACHP) had no comments pursuant to NEPA on the Proposed Action and encouraged the Navy to initiate the Section 106 process by notifying the District of Columbia Historic Preservation Office (DC HPO), Native American tribes, and other consulting parties, and noted that if the development of a Section 106 agreement document is necessary, the Navy must notify the ACHP. The Navy's Section 106 consultation efforts for this action are described in Section 3.3 of the Charter School EA (NAVFAC, 2020).The USAF has reengaged with the DC HPO, regarding the addition of the new Preferred Alternative (Site 3) for the Proposed Action. Concurrence with the Area of Potential Effect (APE) definition pursuant to 36 CFR Part 800.4(a)(1), efforts to identify historic properties is adequate pursuant to 36 CFR Part 800.4(b), and finding of no historic properties affected pursuant to 36 CFR Part 800.4(d)(1), was requested from the DC HPO on **22 October 2020**. Per the requirements of Section 106 of the National Historic Preservation Act (NHPA), the USAF determined that there would be no effect on historical properties as a result of the Proposed Action. The USAF is awaiting response from the DC HPO concurring with USAF's finding of no historic properties affected. USAF and SHPO correspondence letters and records of communication are provided in **Attachment B**.

1.7 PUBLIC AND AGENCY REVIEW OF THE EA

A Public Notice (PN) of the Draft SEA was published in *The Washington Post* newspaper announcing the availability of the SEA for review on **16 November 2020 [Attachment B]**. The PN invited the public to review and comment on the Draft SEA. The Draft SEA and Draft FONSI were made available for a public comment period beginning **16 November 2020** ending **16 December 2020** to solicit the input of the public, agencies, and other interested parties. Comments received during the public comment period will be addressed in the final SEA. A memorandum was also sent to the District Department of Transportation (DDOT) on **10 November 2020** inviting the agency to comment during the public comment period **[Attachment B]**.

The USAF understands the potential impact of the ongoing coronavirus (COVID-19) pandemic on the usual methods of access to information and ability to communicate, such as the mass closure of local public libraries and challenges with the sufficiency of an increasingly overburdened internet.

Copies of the Draft SEA and FONSI were made available for review on the JBAB website located at: https://www.jbab.jb.mil.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 PROPOSED ACTION

The Proposed Action is described in **Section 2.1** of the Charter School EA and is incorporated by reference in this SEA (NAVFAC, 2020).

2.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the Proposed Action would not occur. The JBAB students would continue to be bused to public and charter schools in DC with commutes of up to 60 minutes each way. In addition, some of the JBAB dependents would continue to be homeschooled. The No Action Alternative would not meet the purpose and need for the Proposed Action. However, the No Action Alternative is carried forward to establish a comparative baseline for analysis.

2.3 NEW PREFERRED ALTERNATIVE – ALTERNATIVE 3

Under Alternative 3, the Charter School would be constructed as described in **Section 2.1** of the Charter School EA at Site 3. Site 3 is located near Hickam Village Family Housing along Duncan St. SW within an open field that currently includes a playground **[Attachment A – Figure 1]**. Trees along the perimeter of the field provide shading and screening for adjacent land uses.

The initial site development would include temporary buildings, perimeter fencing, 26 parking spaces, and utility connections to service the buildings. The permanent facility would consist of a 55,000 square foot building, recreation areas, and parking. At full build out, the total fenced area of the project would encompass 5.7 acres. A shuttle bus from the South Gate would be utilized to transport non-military students to the school site.

The proposed development and construction of Phase I is expected to begin in March 2021. Phase I consists of installation of temporary classroom and administration trailers, parking, and utility connections. Phase II Development of the permanent Charter School is expected to begin in 2022. Phase II consists of landscaping, paving, and development of the school building, fields and outdoor spaces. **Attachment A – Figure 2** is a Conceptual Layout Map for Site 3 design.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In 2005, Base Realignment and Closure (BRAC) legislation called for the unification of Naval Support Facility (NSF) Anacostia, Bolling Air Force Base (AFB), and the Bellevue Housing Area to create the 966 acre JBAB (see Figure 1-1). It is bounded by the Anacostia River and the Potomac River to the north and west, South Capitol Street and Interstate (I)-295 to the east, and the Naval Research Laboratory (NRL) to the south. Bellevue Housing provides housing for enlisted military personnel and their families. The installation provides mission support and base services to 68 tenant commands, including no-fail presidential and warfighter enabler missions consisting of 18,000 personnel, 1,000 families, and 800 unaccompanied housing residents (NAVFAC, 2020). The Region of Influence (ROI) for the Proposed Action is Site 3, the 5.7 acre location of the proposed charter school, unless otherwise specified below for a particular resource area where a resource would have a different ROI.

3.1 SCOPE OF THE ANALYSIS

The scope of the analysis in this SEA is to conduct environmental analysis for implementation of the Site 3 Alternative for the charter school. Environmental analysis for Sites 1and 2, as previously conducted in the JBAB Charter School EA, is incorporated by reference, as applicable. The focus of this SEA is to describe the affected environment and address potential environmental consequences specific to the Site 3 Alternative.

Geological Resources, Airspace, Visual Resources, and Public Health and Safety were not carried forward for detailed analysis in the Charter School EA. Developing the proposed charter school at Site 3 would not introduce any previously unanalyzed factors that would create a potential for environmental impacts to those resource areas. Therefore, those resource areas are eliminated from detailed analysis.

Biological Resources, Land Use, Visual Resources, and Hazardous Materials and Waste were considered for any site-specific impacts that would result from developing the proposed charter school at Site 3, and were not carried forward for detailed analysis.

Table 1: Resources Eliminated from Detailed Analysis Justification Site 3 Alternative

Resource Area	*Justification*
Biological Resources	By implementing Alternative 3, no effects to rare, threatened, or endangered species are anticipated. There is little potential habitat located at Alternative 3, similar to the determination made for Alternative 1 and 2 in the EA (NAVFAC, 2020; USAF, 2020, October).
Land Use	Land use was eliminated from detailed analysis in the Charter School EA. Since this SEA considers a different site for the proposed charter school, the potential for impacts to occur to land use was considered. The area where Site 3 is located is considered a potential development parcel per the JBAB Master Plan (Naval District Washington, 2014). Site 3 falls within a parcel which is categorized as mixed use/flex use. Land use categories in the surrounding areas adjacent to Site 3 are either Mixed Use or Family and Bachelor Housing. Implementing the Proposed Action at Site 3 would be compatible with these land uses and there would be no adverse impacts to land use.
Hazardous Materials and Waste	Site 3 is located on known closed Environmental Restoration Program Site #21B Forming Liquid Fuel Line Zone. There is potential to encounter contaminated soil and/or groundwater during construction. If this does occur, the contractor would be responsible to identify, handle, store, transport and dispose of all contaminated soil and/or groundwater in accordance with USAF policies and best management practices concerning hazardous waste. There are no other known hazardous waste concerns at Site 3.

Eight (8) resource areas were carried forward for detailed analysis in the Charter School EA. This SEA incorporates environmental analysis from the Charter School EA by reference and provides additional analysis for potential environmental consequences specific to Site 3, as applicable.

- Air Quality
- Water Resources
- Cultural Resources
- Noise
- Infrastructure/Utilities
- Transportation
- Socioeconomics
- Environmental Justice

3.2 REASONABLY FORSEEABLE

Section 4.0 of the Charter School EA included a description and analysis of reasonably foreseeable environmental trends and planned actions, including non-federal actions, within the affected environment and are incorporated by reference in this SEA (NAVFAC, 2020). There would be no significant environmental consequences that would result from those environmental trends or planned actions, which are reasonably foreseeable and have a close causal connection to the Proposed Action.

3.3 AIR QUALITY

The Charter School EA includes a definition of air quality, description of analysis methodology, full air quality analysis, and applicable air quality mitigations pertaining to all aspects of the Proposed Action (NAVFAC, 2020).

3.3.1 Affected Environment

The EA includes a definition of the ROI for air quality and an overview of the environmental setting including criteria air pollutants, emission sources, and air quality standards and attainment statuses applicable to the ROI. The EA discusses all federal, state, regional, and local plans, programs, policies, regulations, and ordinances associated with air quality conditions and standards in the ROI (NAVFAC, 2020). Site location within the JBAB perimeter does not affect air quality considerations.

3.3.2 Environmental Consequences

An analysis of potential air quality impacts and mitigations, as applicable, for the proposed Charter School was included in **Appendix C** of the EA (NAVFAC, 2020). The same air quality concerns apply to the proposed Site 3 as to Sites 1 and 2. Based on the analysis conducted in the EA, Alternative 3 would be comparable to Alternatives 1 and 2. There would be short-term, minor air emissions during construction, and long term minor air emissions from facility operations and commuters (NAVFAC, 2020).

3.3.3 No Action Alternative

Implementation of the No Action Alternative would not have the potential to generate additional emissions and therefore would have no potential to result in adverse impacts on air quality. Continued regional population growth would likely increase regional air emissions (NAVFAC, 2020).

3.4 WATER RESOURCES

As discussed in the Charter School EA, the Clean Water Act establishes the basic structure for regulating discharges of pollutants into the waters of the United States, and water quality objectives for surface waters. The description of potential water resources including groundwater, surface water, and floodplains are described in the Charter School EA, and a more detailed discussion of the full regulatory setting applicable to water resources is presented in **Appendix A** of the Charter School EA (NAVFAC, 2020). There are no wetlands located on or in the vicinity of proposed Alternative 3 (NAVFAC, 2020, **Figure 3-3**).

3.4.1 Affected Environment

The majority of the proposed Alternative 3 location is classified by the Federal Emergency Management Agency (FEMA) as within the 500-year floodplain.

3.4.2 Environmental Consequences

Potential significant impacts considered for Water Resources are discussed in the Charter School EA and are incorporated by reference in this SEA (NAVFAC, 2020, **Section 3.2.2**).

Long-term minor adverse impacts would occur due to Alternative 3 being located in the 500-year floodplain. If Alternative 3 were implemented, then the measures discussed in **Section 3.2.2** of the Charter School EA would be implemented. Further site design would detail building criteria to ensure facility integrity in the event of a 500-year flood event. If Alternative 3 is implemented, construction contractors would be responsible for adhering to the measures for water quality associated with construction practices as described in the Charter School EA for Sites 1 and 2 (NAVFAC, 2020).

3.4.3 No Action Alternative

Under the No Action Alternative, there would be no significant impacts to water resources (NAVFAC, 2020).

3.5 CULTURAL RESOURCES

Section 3.3 of the Charter School EA includes a definition of cultural resources, definition of the affected environment and description of cultural resources at JBAB, and are incorporated by reference in this SEA (NAVFAC, 2020). A description of the affected environment and environmental consequences specific to Alternative 3 are provided below.

3.5.1 Affected Environment

Cultural resources include archaeological sites, historic structures, sacred sites, and Traditional Cultural Properties, which are important to a community's practices and beliefs and are necessary to maintain a community's cultural identity. The Area of Potential Effect (APE) for Alternative 3 currently consists of an open field and a playground area southwest of the Bolling Historic District. **[Attachment A – Figure 3].**

3.5.2 Environmental Consequences

Proposed Alternative 3 does not contain any individually or contributing structures in the Bolling Historic District. According to the JBAB Cut-and-Fill model (Katz, 2017); the APE is located in an area with medium to heavy fill. Extensive airfield development operations, including filling and grading, occurred during the mid-1900's, extensively covering the property with fill soil, essentially burying any prehistoric remains (Military Housing Privatization Initiative EA, 2006). Furthermore, an archaeological study by Evans (1978), which traversed the field found no archaeological resources within the APE. National

Register of Historic Places (NRHP) contributing buildings located east of the APE include Buildings 37, 70, 71, 72, 73, 74, 610, 611 and 612. However, there would be no direct or indirect adverse effects on any NRHP-eligible above ground architectural resources from the construction of the school buildings or parking areas. Existing trees will mitigate any visual impact to NRHP contributing buildings within view of the subject site.

The USAF re-initiated consultations with DC HPO on **22 October 2020**, and has requested their concurrence of a finding of no adverse effect in regard to potential cultural resources for proposed Alternative 3 (**Appendix B).** The final results and findings by the DC HPO will be provide in Appendix B of the Final SEA.

3.5.3 No Action Alternative

Under the No Action Alternative, the Proposed Action would not occur, and there would be no change in cultural resources. Therefore, no significant impacts on cultural resources would occur with implementation of the No Action Alternative (NAVFAC, 2020).

3.6 NOISE

Section 3.4 of the Charter School EA provides a definition of noise, noise metrics, and noise effects that may be associated with the Proposed Action (NAVFAC, 2020). A description of the affected environment and environmental consequences specific to Alternative 3 are presented below.

3.6.1 Affected Environment

The study area for Alternative 3 includes the project site and populations adjacent to it [**Attachment A – Figure 1**]. Land uses adjacent to the Alternative 3 site consist mostly of federal facilities. A definition of Affected Environment is located in **Section 3.4.1** of the Charter School EA (NAVFAC, 2020).

3.6.2 Environmental Consequences

Off-installation land uses that are considered noise sensitive are not adjacent to the project site. Overlook Avenue SW, I-295, and Shepherd Parkway, and a forested corridor separate JBAB from off-installation residences. Consequently, noise from construction would not affect noise-sensitive populations off the installation.

Residential houses on the installation are adjacent to the Alternative 3 site. Some of these residences are approximately 50 feet away. As shown on Table 3-11 in the Charter School EA (NAVFAC, 2020), peak noise (Lmax) from construction equipment can range from 74 dBA to 101 dBA at 50 feet. A typical dwelling built with standard materials provides 20 to 30 dB of noise-level reduction when the windows and doors are closed, if the structure is in good condition (Navy, 2005). Therefore, if residents were inside during construction, noise could range from 44 to 81 dBA. Construction noise levels are short term and intermittent, lasting only for the duration of an activity during daytime hours.

Once construction of the proposed school is completed, no significant impacts on the ambient environment would be expected. The ambient noise environment at JBAB is typical of an urban environment; therefore, the increase in noise from activities outside would not be unfamiliar. Currently, there are more than 1,600 vehicles during peak hours along South Capitol Street and Suitland Parkway Southeast. Under Alternative 3, there would be an increase of 26 parking spaces and students would be driven, bused or shuttled to and from school. Given the existing urban environment, this would be a negligible increase in noise and would not result in significant impacts.

Similar to Alternative 1 in the EA, potential long-term traffic noise impacts were determined from the increase in the number of vehicles between the No Action Alternative and Alternative 3. The No Action Alternative was chosen instead of existing conditions because there is a projected increase in traffic from projects other than the Proposed Action. Therefore, to determine the increase only from the Proposed Action, the No Action Alternative was used as a comparison. Traffic data was obtained from the *Transportation Study for Real Estate Outgrant for a Charter School at Joint Base Anacostia-Bolling, Washington, DC.* The Transportation Study was included as Appendix E to the Charter School EA (NAVFAC, 2020).

The number of vehicles estimated at Intersections #1 through #5 (which are adjacent to noise-sensitive receptors and discussed under Alternative 1) during the morning and afternoon peak hours are the same for Alternative 3, as compared to the No Action Alternative. Therefore, there would not be an increase in noise at Intersections #1 through #5 under Alternative 3.

Intersection: Overlook Avenue SW and Chappie James Boulevard. The noise impacts from the increase in vehicles under Alternative 3 was analyzed at the intersection of Overlook Avenue SW and Chappie James Boulevard. Military family housing is west of this intersection (see Charter School EA **Figure 3-9**). Noise levels at this intersection are assumed similar to Intersection #10 described in Alternative 2 because this intersection is one block north of Intersection #10. Table 3-13 and Table 3-14 in the Charter School EA show the number of vehicles under the No Action Alternative and Alternative 3 during the peak commuting hours, and the change in the number and percent of vehicles. The percent increase at this intersection is approximately 20 percent in the morning and 15 percent in the afternoon, as compared to the No Action Alternative.

Table 2: Traffic Volumes for Morning Peak Hour under No Action Alternative and Alternative 3

Intersection	*No Action*	*Alternative 3*	*Vehicle Change*	*Percent Change*
10 and Overlook Ave/Chappie James Blvd	1,322	1,595	273	20%

Note: The percentage change has been rounded.

Table 3: Traffic Volumes for Afternoon Peak Hour for No Action Alternative and Alternative 3

Intersection	*No Action*	*Alternative 3*	*Vehicle Change*	*Percent Change*
10 and Overlook Ave/Chappie James Blvd	1,348	1,553	205	15%

Note: The percentage change has been rounded.

To estimate the approximate change in noise levels from the increase in vehicles, the same method was used that is described under Alternative 1. The estimated noise level from vehicles at Overlook Ave/Chappie James Blvd during the morning peak hour is 68.6 dBA Leq(1) under the No Action Alternative, which increases to 69.4 dBA Leq(1) under Alternative 3 (see Appendix D for noise calculations). The noise levels are approximately the same during the afternoon peak hour. Therefore, the increase in noise under Alternative 3 is approximately 0.8 dBA Leq (1) as compared to the No Action Alternative at Overlook Ave/Chappie James Blvd. As shown in Table 3-10 of the Charter School EA (NAVFAC, 2020), changes that are less than 3 dBA are barely perceptible to the human ear. Therefore, this would be a long-term, negligible-to-minor increase in noise at Intersection #10.

Given the estimated noise levels from vehicles under the No Action Alternative (68.6 dBA Leq (1) at Overlook Ave/Chappie James Blvd), the increase in noise from vehicles is expected to be minor. In addition, military families in this urban environment are already exposed to noise from vehicles on I-295, Overlook Avenue SW, and traveling to the Navy Lodge; military helicopters arriving to and departing from JBAB; and aircraft operations from the Ronald Reagan Washington National Airport. Therefore, the long-term increase in noise from traffic during peak commuting periods would not result in significant impacts on the adjacent military population.

Implementation of Alternative 3 would result in minor impacts on the noise environment and would not be significant.

3.6.3 No Action Alternative

As per Section 3.4.2.1 of the Charter School EA, no significant impacts with the noise environment would occur with implementation of the No Action for Site 3.

3.7 INFRASTRUCTURE/UTILITIES

Section 3.5 of the Charter School EA includes a discussion of utilities and facilities within the Affected Environment for Sites 1 and 2 and an estimate of utility consumption and facility use that would occur from construction and operation of the proposed charter school (NAVFAC, 2020).

3.7.1 Affected Environment

At JBAB, utility systems are divided by the boundaries of the former Naval Station Facility (NSF) Anacostia on the northern side of JBAB, the former Bolling AFB on the southern side of JBAB, and Bellevue and Bolling Family Housing areas, as each of these areas has their own separate utility system. The Charter School EA described the Affected Environment for Site 1, located in the former NSF Anacostia utility system and Site 2, located in the privatized Bellevue Housing utility system.

On the south side (former Bolling AFB site), JBAB maintains all systems within a facility, but uses privatized water, sewer, and gas mains. The installation does maintain the storm water system and electrical power lines except in the Bolling Family Housing area, whose utilities are privatized. Site 3 is located within the Hickam Village community of the Bolling Family Housing area (Naval District Washington, 2014). Utility systems for Site 3 would be similar to those described in the Charter School EA for Site 2, which is located in the Bellevue Housing area.

There is existing storm water infrastructure that runs through proposed Site 3 to facilitate storm water drainage of housing located upslope from the site.

3.7.2 Environmental Consequences

Similar to Sites 1 and 2 analyzed in the Charter School EA, minor relocations and interconnections of utility systems may be required during construction. This would potentially result in intermittent and temporary minor service interruptions during the construction period.

Upgrades for specific systems would be incorporated into the early construction phases, if on-site systems are degraded or determined not to be adequate for the proposed charter school. Any changes to existing storm water infrastructure would be designed to handle storm water flow to avoid increasing the potential for flooding in other areas and comply with NPDES permit requirements (NAVFAC, 2020).

An estimate for utility consumption for Sites 1 and 2 is included in the Charter School EA utilizing an approximate footprint of 70,000 square feet for the proposed facility. Utility consumption that would result from building and operating the proposed charter school on Site 3 would likely be similar to or less

than as described for the other two sites in the Charter School EA (NAVFAC, 2020), due to the smaller 55,000 square foot footprint proposed for Site 3. The Proposed Action would result in long-term, minor increases in utility consumption that would not constitute a significant impact on infrastructure.

3.7.3 No Action Alternative

As analyzed in the Charter School EA there would be no impact on infrastructure with implementation of the No Action Alternative (NAFVAC, 2020).

3.8 TRANSPORTATON

The two sites previously analyzed in the Charter School EA would have required construction of a new access driveway and installation access roads in order for students of non-military families to access the proposed charter school at these sites. Each of the previously analyzed alternatives included creation of a new intersection outside of JBAB perimeter. These alterations would have affected transportation systems and required in-depth analysis of transportation.

A Transportation Study was prepared in coordination with DC Department of Transportation (DDOT). The analysis methodology and discussions with DDOT are included the in the body of the Charter School EA. The full Transportation Study is included in Appendix E of the Charter School EA (NAVFAC 2020). Several mitigations were required in the Charter School EA for Sites 1 and 2 to decrease impacts to transportation to less than significant.

Under the Proposed Action to locate the proposed charter school at Site 3, commuters arriving from off JBAB would access through the existing South Gate, located .3 miles from the proposed charter school site **[Attachment A- Fig. 4].** There would be no alterations to roadways or creation of a new intersection outside of JBAB perimeter.

3.8.1 Affected Environment

Site 3 is located within 1-mile of Site 2, so the Affected Environment would be similar to what was described for Site 2 in the Charter School EA and Transportation Study (NAVFAC, 2020) but would differ for certain transportation modes since a different study area is proposed for each transportation mode based on DDOT Comprehensive Transportation Review (CTR) guidelines (NAVFAC, 2020).

Pedestrian Network

Since the pedestrian system was assessed at a .25-mile radius of each site, the Affected Environment for these systems would differ and be located within the .25-mile vicinity of Site 3. A description of the Site 2 pedestrian network, which is adjacent to Site 3 as well as DDOT requirements for Americans with Disability Act (ADA), is included in the Transportation Study. There is one curb ramp assessed in the study area for Site 2 that is only partially compliant with ADA at the southwestern corner of Overlook Avenue and Chesapeake Street SW (NAVFAC, 2020). This ramps is outside of the .25 mile radius of Site 3 but may still create issues for pedestrian trips to the proposed Site 3.

Bicycle Network

The Bicycle network consists of a 1-mile radius from proposed Site 3. Since Site 2 is within 1 mile of Site 3, there is some overlap between the bicycle network for Sites 2 and 3. The bicycle network analyzed for Site 2, including existing and planned bike trails is included in the Transportation Study **Section 4.1.3.**

Transit

The transit network would be the similar to that of Site 2 since students and staff commuting from off JBAB would enter through the South Gate and the transit network analysis for Site 2 includes stops near the South Gate. The transit network analyzed for Sites 1 and 2 are included in **Section 3.5** of the Transportation Study and **Section 3.6.1.5** of the Charter School EA. These networks includes the Washington Metropolitan Area Transit Authority (WMATA) Metrorail, Local and Commuter Bus, and carsharing options (NAFVAC, 2020).

Truck Access

Truck access for construction and delivery vehicles coming from off JBAB to Site 3 would be limited to the South Gate visitor's entrance. There were no other truck access constraints identified associated with roadways near Site 2.

Parking

Parking for the proposed charter school would be newly constructed at proposed Site 3.

Traffic

Intersections analyzed for Site 2, including Intersection 9 (Overlook Ave. SW /Chappie James Blvd. SW), Intersection 10 (Magazine Rd SW/Overlook Ave. SW/Chesapeake St SW), and Intersection 12 (NRL Driveway/Overlook Ave. SW/I-295 NB Ramps) would likely be along the route non-military faculty and family of students would take to commute to the proposed charter school to reach the South Gate entrance at JBAB. Particularly, Intersection 9 is the location of the South Gate entrance.

Intersection 11, as analyzed in the Charter School EA, does not exist and would have been newly created for Site 2. An analysis of existing conditions for Intersections 9, 10, and 12, including existing traffic volumes for peak AM/PM hours is included in the Charter School EA and Transportation Study (NAVFAC, 2020).

JBAB Transportation Management Plan

The JBAB Transportation Management Plan (TMP) recommends strategies to encourage the reduction of single-occupant vehicles (SOVs) and increase the use of alternative transportation options. Strategies of the TMP are described in detail in the Charter School EA (NAFVAC, 2020).

3.8.2 Environmental Consequences

Impacts to the bicycle network, transit, trucks, and parking would be similar to those described for Site 2 in the Charter School EA (NAVFAC, 2020).

Pedestrian Network

Analysis of Site 2 indicated existing sidewalk facilities are insufficient to support an increase in users. Although the pedestrian network for Site 3 would differ from Site 2 and be limited to .25 miles from the site, there is the potential that the increase in users from the proposed charter school may strain the existing pedestrian network. It is anticipated that the final design for site 3 would include construction of new sidewalks and/or improvements of existing sidewalks. These plans would be coordinated with DDOT and adhere to all DDOT regulations, including ADA requirements.

Bicycle Network

Planned improvements to the Bicycle network by DDOT and Capitol Bikeshare within a 1-mile radius of Site 2 are described in in **Section 3.6.2.1** of the Charter School EA and **Section 4.1.3** of the Transportation Study. There is overlap between the 1-mile bicycle radius for Alternative Sites 2 and 3. The proposed charter school would not include any alternations to bicycle networks. More users would likely commute by bicycle to get to and from the proposed charter school. Per tables **3-27** and **3-28** in the

Charter school EA trip generation for bicycle users is estimated to comprise only 1% of total newly generated trips for Site 2 (NAVFAC, 2020).

Transit:

As with Sites 1 and 2, increased transit ridership is expected as a result of the proposed charter school but would likely be absorbed through the WMATA Momentum plan for the Metro system (2013–2025), Metrobus initiatives such as the Priority Corridor Network and Service Evaluation Studies, and other routine route and schedule adjustments (NAVFAC, 2020).

Trucks

Truck traffic would increase in both the short and long term from the construction-related truck trips and from regularly scheduled deliveries to the development, respectively. There would be minimal impacts on truck access in the study area for Sites 1 and 2. These potential impacts are assumed the same for Site 3 (NAVFAC, 2020). Since Site 3 is located within the JBAB perimeter, access to enter onto JBAB through the South Gate for truck deliveries would likely need to be coordinated and planned to avoid a break in delivery service.

Parking

No changes to publicly available parking are expected in the parking study area. The school would include a 26-space surface parking lot for employees. Based on the trip generation evaluation, some employees are expected to travel to the charter school via other modes including transit. Use of these other modes of transportation for Site 3 is anticipated to be similar to Site 2, which included in the Trip Generation subsection of **Section 3.6.2.3** of the Charter School EA.

Trip Generation

Analysis for trip generation is described in the Trip Generation subsection of **Section 3.6.2.3** of the Charter School EA. Site 3 is in a closer proximity to more housing areas on JBAB than Site 2, so a greater number of students of military families may walk or bike to school; however, it is anticipated that trip generation and distribution of non-military students and faculty would be similar for Site 3 as what was described for Site 2 in the Charter School EA. **Table 3-26, 3-17,** and **3-28** in the Charter School EA show a breakdown of estimated trip generation and transportation modes for Site 2 which would be similar under Site 3.

Trip Distribution

Since commuters traveling to the proposed charter school would enter through the South Gate, which is near to the route for Site 2, it is assumed the trip distribution for Site 3 would be similar to that described for Site 2 (NAVFAC, 2020).

Intersection Operations Analysis

The proposed Site 3 Alternate would result in trip generation during AM/PM peak hours that would increase traffic in the area, similar in volume to what was analyzed for Site 2 in the Charter School EA. Although Intersection 11 would not be created and flow of traffic would likely differ for Site 3, the Environmental Consequences to traffic Site 2 are included as a basis for comparison. A discussion of how impacts and potential mitigations for Site 3 would potentially differ based on the final Site 3 design and any continued coordination with DDOT.

Based on DDOT's Significant Impact Policy in the DDOT CTR guidelines, mitigation is required when the project under the Action Alternative triggers significant changes to the vehicle delays, v/c ratios of an intersection, or queuing. In terms of vehicle delays, mitigation is required when the Action Alternative causes an intersection approach to fail (LOS E or F) or the Action Alternative increases (by 5 percent or

more) the delay of an intersection approach of an intersection that is failing in the No Action Alternative. Using the criteria of the v/c ratio, mitigation is required when the Action Alternative causes an intersection lane group's v/c ratio to exceed 1.0 or the Action Alternative increases (by 5 percent or more) the v/c ratio of a lane group that is exceeding 1.0 in the No Action Alternative. Lastly, the queuing criteria requires mitigation when the Action Alternative causes a queue to exceed the available storage of a lane group or if the Action Alternative causes a failing queue to increase by 150 feet or more (NAVFAC, 2020).

Based on the intersection analysis results, most signalized intersections and intersection approaches in the traffic study area would operate at acceptable conditions (LOS E or better is considered an acceptable operating level) under Alternative 2 during the AM peak hour and PM peak hour time periods. However, the following signalized intersections and intersection approaches in the traffic study area would operate under unacceptable conditions (LOS E or worse) during peak hours under Alternative 2 as shown in **Figure 3-20 Section 3.6.2.3** of the Charter School EA (NAVFAC, 2020):

• Overlook Avenue SW/Beyer Road SW/Alternative 2 Drive (Intersection #11)

• Overlook Avenue SW and Oberlin Avenue SW/I-295 Ramps (Intersection #12)

Alternative 2 Intersection Queuing Analysis:

Based on the analysis results, three intersections (listed below) would have lane groups that experience failing queuing lengths under Alternative 2, but not under the No Action Alterative:

• Overlook Avenue and Chesapeake Street SW (Intersection #10)

• Overlook Avenue SW/Beyer Road SW/Alternative 2 Drive (Intersection #11)

• Overlook Avenue and Oberlin Avenue SW/I-295 Ramps (Intersection #12)

The Charter School EA **Section 3.6.2.3** includes **Figure 3-20** and **Tables 3-29** and **3-30** that detail Intersection LOS and Queuing analysis for the Site 2 Alternative. The Traffic Study, **Section 4.3.2**, contains the detailed results of intersection queuing analysis.

Alternative 2 Impacts Summary for Comparison

Impacts on the pedestrian and bicycle networks under Alternative 2 would be long term and adverse because of the existing access to the charter school. Short-term, adverse impacts on bicycles and pedestrians would occur during construction periods. Impacts on transit would be long-term and adverse but are expected to be absorbed through the WMATA Momentum plan for the Metro system (2013–2025), Metrobus initiatives such as the Priority Corridor Network and Service Evaluation Studies, and other routine route and schedule adjustments. There would be long-term, negligible impacts on truck traffic and access. There would be no long-term impacts on parking.

For traffic under the Site 2 Alternative, the volume of vehicles would increase along Overlook Avenue SW. The southbound approach delay of Overlook Avenue SW at Oberlin Avenue SW (Intersection #12) would fail under the No Action Alternative and increase by more than 5 percent under Alternative 2. For the Site 3 Alternative these potential impacts would likely be similar. At three intersections, queues of some lane groups would exceed the available storage under the Site 2 Alternative.

Impacts Summary Site 3 Considerations

Impacts to pedestrian, bicycle, and transit networks under proposed Site 3 would likely be similar to what was determined for Site 2.

Although Intersection 11 would not be created under the Site 3 Alternative, the other two potentially impacted intersection (Intersections 10 and 12) may experience similar impacts to traffic queuing.

Although the impacts associated with Intersection 11 would not exist under the Site 3 Alternative, it is possible the potential Environmental Consequences associated with Intersections 10 and 12 would still pass a threshold of significance for LOS and queuing, as defined by the DDOT CTR. Additionally, more queuing may be expected at Intersection 9 than was analyzed for Site 2, since this is the intersection where the South Gate entrance is located. There would be short-term impacts on traffic due to trucks during construction under any of the alternatives.

Therefore, overall impacts on transportation would potentially be adverse with the implementation of the Alternative 3.

Potential Mitigations

Potential Mitigations Recommended for Intersections 10, 11, and 12 and sidewalks are included in **Section 3.6.2.3** of the Charter School EA (NAVFAC, 2020). Although they would not be identical for Site 2, these mitigations serve as an example for similar mitigations that may be planned and implemented in coordination with DDOT if Site 3 is selected for the proposed charter school.

Regardless of the site selected for the proposed charter school, recommended actions that are put forth in the Charter School EA are not prescribed as the type of actions that must be implemented, since other approaches to mitigation exist that do not focus on increasing vehicle capacity and would better align with DDOT mitigation goals. The recommended actions reflect the notion that vehicle delays, queuing, and v/c are quantifiable metrics that respond directly to changes in roadway capacity; whereas strategies such as improving the pedestrian and bicycle network are more qualitative approaches with impacts on metrics such as queuing and vehicle delays of a specific intersection or lane group that are not as directly quantifiable within the scope of this study (NAFVAC, 2020).

The Traffic Study, **Section 6.3** provides tables and maps that summarize the operational and queuing impacts of these recommended actions for each study area intersection for Alternative Site 2. The mitigation measures recommended would minimize the long-term, adverse impacts on traffic.

Considerations for Site 3 Potential Mitigations

The potential mitigations recommend for Site 2 would need to be modified in coordination with DDOT to tailor mitigations more specifically to Site 3, particularly within the context that Intersection 11 would not be created under Alternative 3. Additionally, the flow of traffic to enter into the South Gate as opposed to the driveway that would have been newly created for Site 2 may differ and create impacts to different intersections or different impacts to LOS or queuing. Specifically, queuing at Intersection 9 associated with the South Gate may increase and cause disruptions to traffic that would possibly require different mitigation strategies.

Although the pedestrian network for Site 3 would be limited to .25-miles from the selected site, and these described mitigations are .5 miles from Site 3, Chesapeake Street SW intersections with Overlook Avenue SW which leads to the South Gate entrance and may be the route pedestrians from off JBAB would take to access the proposed charter school. Some or all of the described mitigations for Chesapeake Street SW may apply to Site 3 and similar mitigations as described may apply to other sidewalks within the .25-mile radius of Site 3.

Potential Mitigations Regardless of Alternative

Potential mitigations for truck traffic during construction for both Sites 1 and 2 are recommended in **Section 3.6.2.3** of the Charter School EA and in the Transportation Study. These mitigations would apply to Site 3 as well and include:

- Contractually limit construction workers to park within the construction sites, designated overflow areas, and laydown areas.
- Contractually limit the construction contractors to stagger truck arrivals to prevent trucks from potentially blocking the road while waiting to access the site.
- Provide signs to alert pedestrians of closed sidewalks and direct them to temporary or alternative existing sidewalks through construction zones.
- Construction contractors would install temporary barriers to protect pedestrians from vehicular traffic in areas where sidewalks are narrowed or shifted closer to the roadway.
- Any sidewalk shifts or closures would include signs to alert potential users of the pending sidewalk system changes.

LEARN would assume responsibility for all required mitigation measures. Because the mitigation measures are site-dependent, LEARN's responsibility for traffic mitigation measures would be outlined in an agreement once the location is determined. The USAF has re-initiated consultation with DDOT to request the agencies opinion on any additional mitigation measures specific to Site 3 they may have **[Attachment B].** The results of this consultation will be provided in the Final version of the SEA and FONSI. All mitigation measures would be designed in consultation with the USAF and DDOT (NAVFAC, 2020).

With the mitigation measures, adverse impacts on traffic would be minimized, and impacts on pedestrian and bicycle networks would be beneficial. Alternative 3 with associated mitigation measures would not result in an overall significant impact.

3.8.2 No Action Alternative

Regardless of the alternative selected, impacts associated with the No Action Alternative would be the same. **Section 3.6.2.1** of the Charter School EA include an in-depth analysis of the No Action Alternative. Impacts would be short-term, minor, adverse impacts from construction of planned development and planned pedestrian improvements along South Capitol Street SE and Overlook Avenue SW on pedestrians, bicyclists, transit, and traffic. Long-term, beneficial impacts on pedestrians, bicyclists, and parking. Long-term, adverse impacts on traffic and transit. Long-term, negligible impacts on truck traffic access (NAVFAC, 2020).

3.9 SOCIOECONOMICS

The Charter School EA provides an overview of population demographics, employment characteristics, schools, housing occupancy status, economic activity, tax revenue, and related data providing key insights into the socioeconomic conditions that would potentially be affected by the Proposed Action.

3.9.1 Affected Environment

Section 3.7.1 of the Charter School EA describes the Region of Influence (ROI) for socioeconomic resources and includes baseline socioeconomic data and demographic information. The ROI is comprised of Census Tract (CT) 73.01, where JBAB is located, as well as the surrounding CTs 74.01, 104.0, 98.07, and 109.0. DC is divided into eight wards, each of which has a political representative elected to the city council; JBAB is in Ward 8. The entirety of DC is also considered as part of the socioeconomic study area as it pertains to schools, since JBAB dependents attend schools across the city. **Figure 3-21** in the

Charter School EA shows map the CTs in the ROI in relation to Ward 8 within DC (NAVFAC, 2020). The ROI for the proposed charter school is the consistent for Sites 1, 2, and 3.

3.9.2 Environmental Consequences

The Charter School EA details expected sort and long-term job growth that would result from construction and operation of the proposed charter school under any of the alternatives. Although jobs would be created, it is likely that the local workforce would primarily absorb any newly created job opportunities. Therefore, it is unlikely the proposed charter school would result in workers relocating to the area. As described in the Charter School EA, there would be a reduction to the JBAB school bus contract; however, jobs created by implementing the proposed charter school would offset this loss and the population growth forecast for DC, as described in **Section 3.7.1.1**, would further offset the reduction of the JBAB school bus contract. Implementing the proposed charter school under any of the alternatives is not expected to strain local school capacity or housing and would result in minor benefits to employment and the local economy (NAVFAC, 2020).

The proposed charter school would receive basic funding from DC for its enrolled students, as well as operating expenses. For the students currently enrolled in traditional public and public charter schools throughout DC, the per-pupil funding would be shifted from each student's current school and reallocated to the proposed charter school. **Section 3.7.2.2** of the Charter School EA describes the expected shift in funding that would occur over the 8 year time period through implementation of Phase I and Phase II of the proposed charter school. Given the population growth forecasts in DC, as described in **Section 3.7.1.1** Of the Charter School EA, it is likely that DC would recoup this funding through new enrollment. Therefore, impacts from the loss of per-pupil funding at other DC schools would be short-term and minor under any of the alternatives (NAVFAC, 2020)

The addition of a charter school at JBAB would benefit residents of the study area by providing an additional school within the area. There would be direct, long-term benefits on potential future students and their families. Any child within DC would be able to apply to the proposed charter school; however, given its location in Ward 8, it is anticipated that the majority of the students would be from Ward 8. Most of the family housing at JBAB is located in the central and southern portions of the installation. Similar to Site 2, Site 3 is located near base family housing. The distance from the Site 3 to family housing on JBAB varies. Some of the housing is adjacent to the Site 3, and some housing is approximately 1.25 miles away. Consequently, some children would be able to walk or bike to school and some parents would likely drive their children to the charter school. However, if parents drove their children to school, they would be able to use internal roads on the installation, the distance to the school would be relatively short, and the roads would be less congested than roads outside of JBAB. This would result in quality of life benefits and minor socioeconomic benefits for JBAB military families (NAVFAC, 2020).

Therefore, implementation of any of the alternatives, including the Site 3 alternative would result in minor, beneficial impacts that would not be significant to socioeconomics conditions in the ROI (NAVFAC, 2020).

3.9.3 No Action Alternative

As analyzed in the Charter School EA, the No Action Alternative would not address the lack of a school on JBAB and thus would result in adverse impacts to socioeconomics (NAVFAC, 2020).

3.10 ENVIRONMENTAL JUSTICE

In accordance with EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the Charter School EA includes a detailed analysis of potential impacts to environmental justice that would occur from building the proposed charter school on Sites 1 or 2.

3.10.1 Affected Environment

The ROI for Environmental Justice at Site 3 would be the same as the ROI defined for Sites 1 and 2 in the Charter School EA. The same CTs are used for Environmental Justice analysis as are used for socioeconomic analysis. A breakdown of demographics including percentages of minority and low income populations living in these CTs is provided in the Charter School EA **Section 3.8.1**. (NAVFAC, 2020).

3.10.2 Environmental Consequences

Environmental consequences for Site 3 would be similar to those impacts associated with Site 2. Adverse environmental effects that would have the potential to affect human populations outside of JBAB boundaries would be transportation, noise, and air quality impacts. Increased traffic around the Alternative 3 site would have the most impact on the immediate area. Discussion of traffic and transportation issues can be found in **Section 3.6** of the Charter School EA and **Section 3.8** of this SEA.

Although there are higher percentages of minority and low-income populations living in the areas adjacent to proposed Site 3, the impacts associated with the proposed charter school that would potentially affect human populations, as described in **Section 3.8.2.3** of the Charter School EA, with the exception of transportation impacts, would not be significant (NAVFAC, 2020). As discussed in **Section 3.8.2** of this SEA, mitigations would be designed and implemented for Site 3 to minimize potential impacts to transportation to below the significance threshold. Therefore, there would be no potential for disproportionate impacts to occur that would significantly affect human populations, low income, minority, or otherwise. There would be a potential for minor beneficial impacts that would not be significant to these communities due to the creation of jobs associated with running of the charter school and an additional option for families with school-age children in the local area (NAVFAC, 2020)

3.10.3 No Action Alternative

As described in the Charter School EA, there would be no impacts to Environmental Justice as a result of the No Action Alternative (NAVFAC, 2020).

4.0 LIST OF PREPARERS

This EA has been prepared under the direction of the Air Force Civil Engineer Center, USAF, and the 11th Wing at JBAB.

The individuals that contributed to the preparation of this EA are listed below.

Table 2. List of Preparers

Name/Organization	Education	Resource Area	Years of Experience
David Martin, *NEPA Specialist* Center for Environmental Management of Military Lands (CEMML), Colorado State University (CSU)	BA Anthropology, University of Texas at San Antonio, TX MS Geography, Texas State University, San Marcos, TX	Air Quality, Cultural, Biological, Earth, and Water	15
Erica Hahn, *NEPA / Natural Resources / Cultural Resources Program Manager* JBAB, Washington, DC	BA Communication - University of Maryland, College Park, MD MS Environmental Management, University of Maryland University College, Adelphi, MD	Biological, Cultural	9
Helen Kellogg, *NEPA Specialist* CEMML, CSU	BS Geography- Urban and Regional Planning, Texas State University, San Marcos, TX	Airspace, Land Use, Visual Resources Socioeconomics, Environmental Justice, Transportation, Hazardous Materials and Waste	6
Jim Campe, *Senior Noise Analyst* Scout Environmental	B.S., Naval Architecture and Offshore Engineering, University of California-Berkeley 1986	Noise	25

5.0 REFERENCES

Evans, 1978. P*reliminary Archeological Reconnaissance of the Anacostia Force Main.* Potomac River Archeology Survey, Department of Anthropology. Washington, DC, October 1978.

Katz, Gregory, Tiffany Raszick, and Daniel P. Wagner
2017 *Geoarchaeology Study of Joint Base Anacostia-Bolling, Washington, DC* Prepared for the NAVFAC Washington.

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NAVFAC Washington. (2014a). *Integrated Cultural Resource Management Plan (2013–2018) Joint Base Anacostia-Bolling, Washington, DC*.

NAVFAC Washington (2020). E*nvironmental Assessment for Real Estate Outgrant for a Charter School*. August 2020

USAF, 2006. *Military Housing Privatization Initiative EA*, November 2006.

ATTACHMENT A

FIGURES

Figure 1: Site 3 Overview Map, Source: USAF, 2020

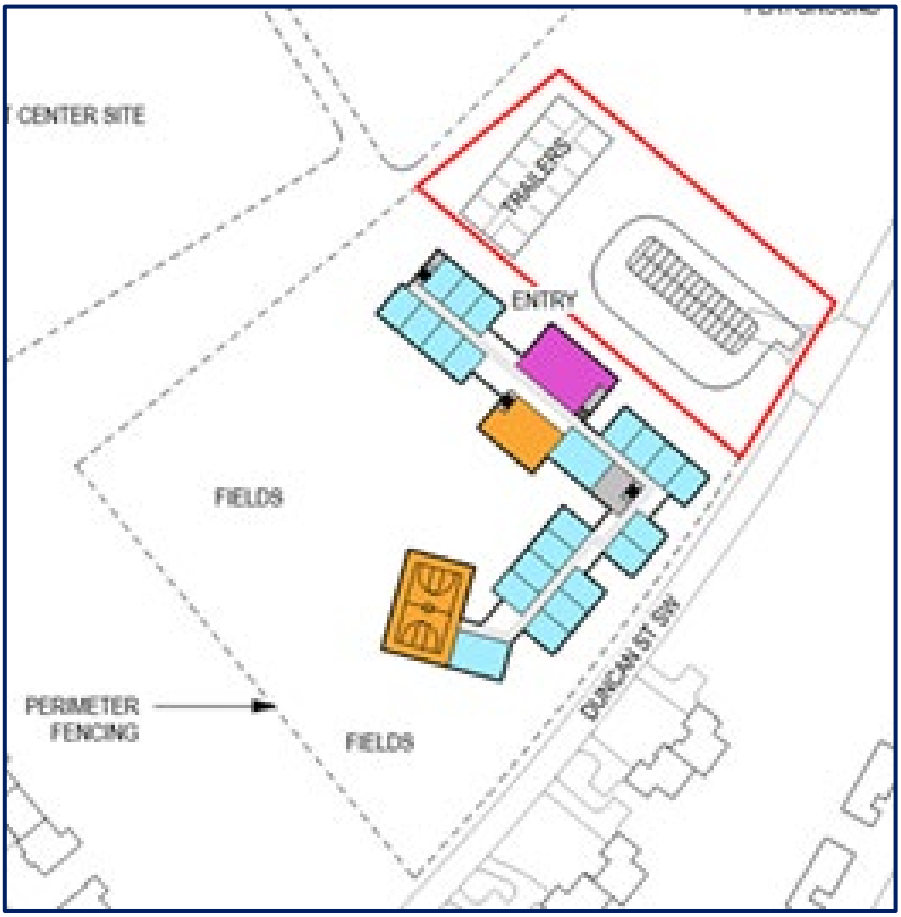


Figure 2: Site 3 Conceptual Layout Map, Source: USAF, 2020

Figure 3: Site 3 Area of Potential Effects for Cultural Resources, Source: USAF, 2020

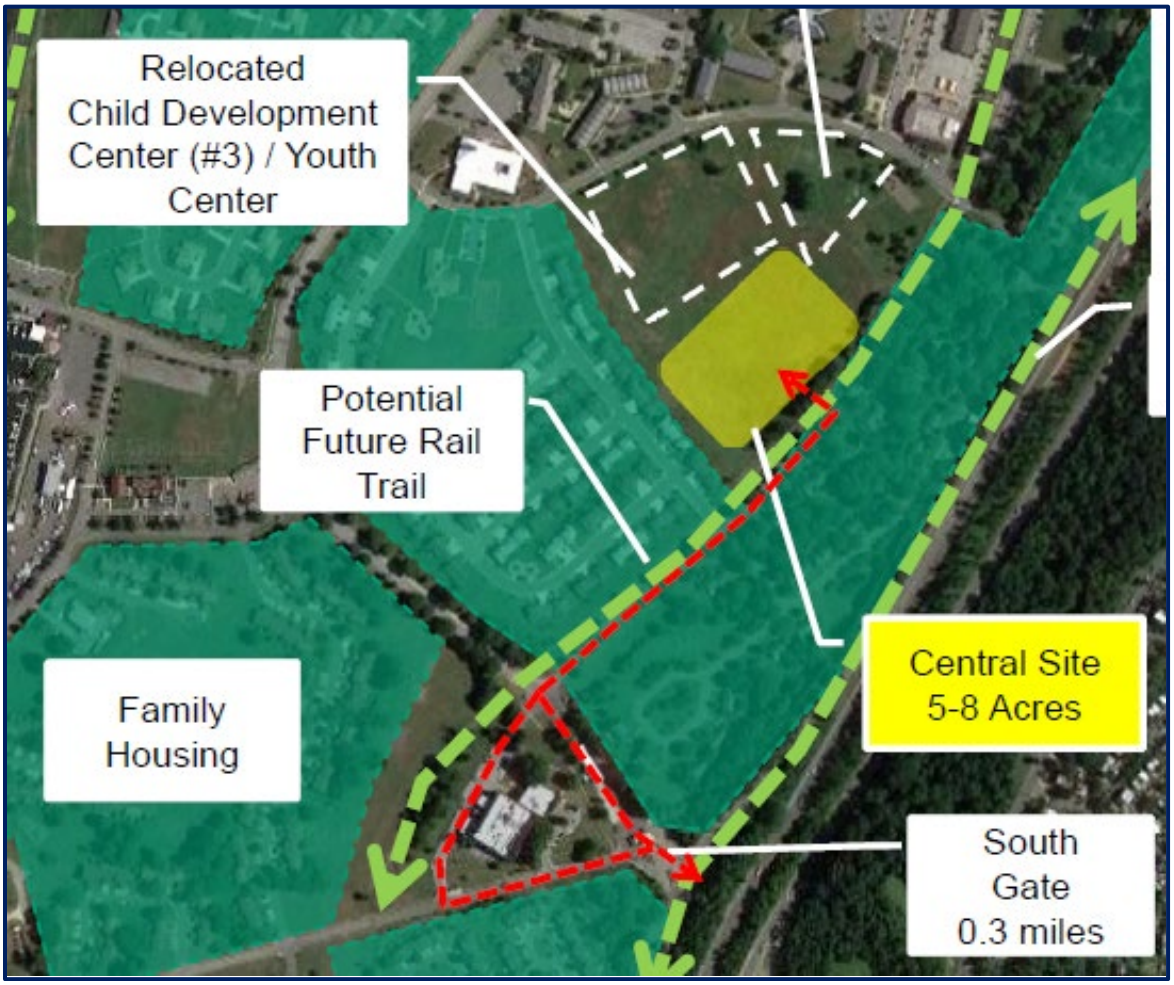


Figure 4: Proximity of Site 3 to South Gate, Source: USAF, 2020

ATTACHMENT B

PUBLIC AND AGENCY COORDINATION AND CONSULTATION

From:	D"Ornellas, Paul A CIV USN NAVFAC WASHINGTON DC (USA)
To:	ruth.trocolli@dc.gov; Andrew Lewis
Cc:	Hahn, Erica L CIV USN NAVFAC WASHINGTON DC (USA)
Subject:	Section 106 Consultation for a Real Estate Outgrant For a Charter School at Joint Base Anacostia-Bolling, Washington, DC
Date:	Thursday, October 22, 2020 11:53:33 AM
Attachments:	Concept Drawings - LEARN DC_JBAB_Site Selection & SY 21-22 10-14-2020.pdf Site 3 aerial 10222020.pdf

Good afternoon, DC Historic Preservation Office:

Please see official correspondence below. Note that JBAB is actively transitioning from a Navy led installation to an Air Force led installation and the official notification letter to your agency is forthcoming in the very near future (the letters are taking more time in the routing chain than anticipated). Regardless, we still have business to conduct, and until our administrative processes become more clear and defined, we will continue to communicate directly with you and appreciate the positive work relationship we have maintained while a Navy led installation.

MEMORANDUM FOR DC HISTORIC PRESERVATION OFFICE,
ATTENTION: MR. DAVID MALONEY

SUBJECT: Section 106 Consultation for a Real Estate Outgrant For a Charter School at Joint Base Anacostia-Bolling, Washington, DC

REFERENCES: (a) Greg Katz, Tiffany Raszick, and Daniel P. Wagner. *Geoarchaeology Study of Joint Base Anacostia-Bolling, Washington, D.C.* (2017)
(b) Metcalf & Eddy, Inc. *Military Housing Privatization Initiative Environmental Assessment.* (2006). Prepared for 11th CES/CEV Bolling Air Force Base, Washington D.C. and Air Force Center for Environmental Excellence, Brooks City-Base TX.
(c) June Evans. *Preliminary Reconnaissance of the Anacostia Force Main, Washington D.C.* Prepared for the Washington Suburban Sanitary Commission by the Potomac River Archeological Survey, Washington, D.C.

1. The 11th Wing, which is the Air Force's host Wing at Joint Base Anacostia-Bolling (JBAB) wishes to continue consultation that was initiated by Navy Facilities Engineering Command (NAVFAC) Washington under Section 106 of the National Historic Preservation Act of 1966, as amended, for a real estate outgrant to allow development and operation of a public charter school on JBAB. The public charter school will serve JBAB military families and the

Washington, DC area. The undertaking has the potential for effects on historic properties, as JBAB contains two historic districts and individually built and archaeological resources.

2. The Environmental Assessment (EA) recently completed by NAVFAC Washington contained two alternative sites (Alternative 1 and 2). The 11th Wing wishes to consider Alternative 3, a site located near Hickam Village along Duncan St. SW. The Navy utilized the National Environmental Policy Act (NEPA) process, through the development of an Environmental Assessment (EA), to provide for the public involvement component of the Section 106 consultation. In addition to the EA, the Navy prepared a Transportation Study to analyze traffic and transportation impacts from the proposed operation of a charter school on JBAB property. The Navy previously invited your organization and other consulting parties to comment on the EA, which resulted in concurrence of *no adverse effect* for cultural resources for Alternatives 1 and 2. The EA resulted in a Finding of No Significant Impact (FONSI).

3. The intent of this continued consultation is to seek concurrence of *no adverse effect* for Alternative 3 to execute a 5-year lease with the Lawndale Educational and Regional Network (LEARN) Charter School network by December 1, 2020, and a 25-year lease by April 2021. The initial site development will include temporary buildings, perimeter fencing, parking, and utility connections to service the buildings. The permanent facility will consist of a 55,000 s.f. building, recreation areas, and parking. At full build out, the total fenced area of the project will encompass 5.7 acres. A shuttle bus from the South Gate would be utilized to transport non-military students to the school site.

4. The Area of Potential Effect (APE) for Alternative 3 currently consists of an open field and a playground area southwest of the Bolling Historic District. NRHP contributing buildings located east of the APE include Buildings 37, 70, 71, 72, 73, 74, 610, 611 and 612. However, there would be no direct or indirect adverse effects on any NRHP-eligible above ground architectural resources from the construction of the school buildings or parking areas. Existing trees will mitigate any visual impact to NRHP contributing buildings within view of the subject site.

5. According to the Cut-and-Fill model for JBAB (Katz, 2017) the APE is located in an area with medium (1.5'-5') to heavy (5' or greater) fill. Extensive airfield development operations, including filling and grading activities, occurred during the mid-1900's, extensively covering the subject site with fill soil, essentially burying any prehistoric remains (Metcalf & Eddy, Inc., 2006). Furthermore, an archeological study by Evans (1978), which traversed the field encompassing Site 3's APE found no evidence of

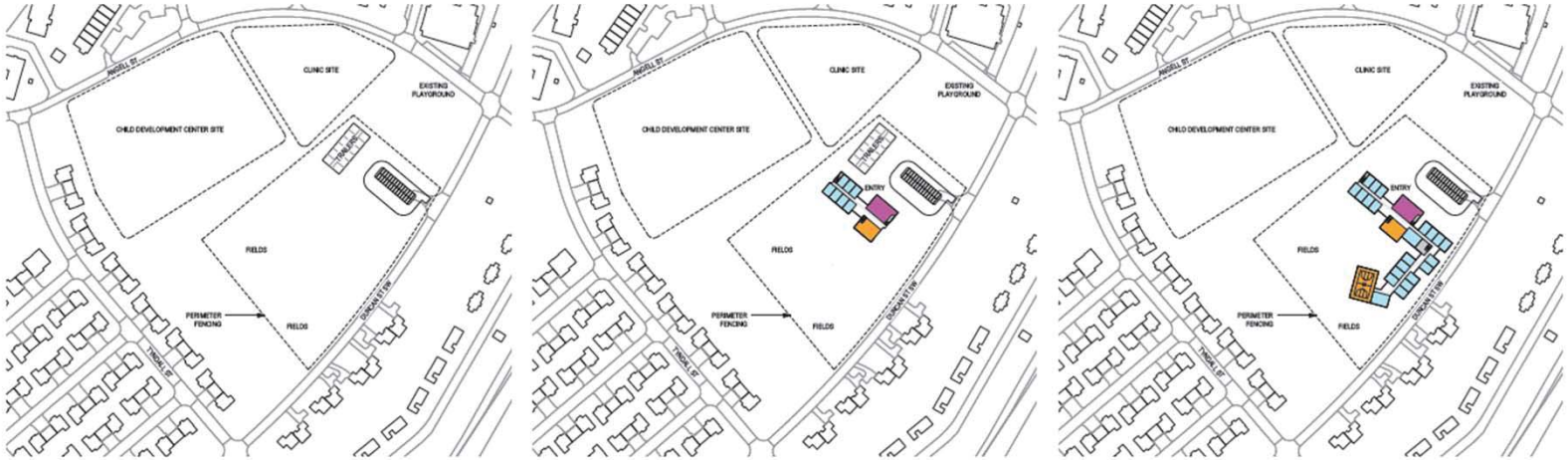
archaeological resources.

JBAB believes this project will have no adverse effect to historic resources. In accordance with Section 106 of the National Historical Preservation Act of 1966 as amended, we request your review and concurrence with this project. If you have any questions or need additional information, please contact Ms. Erica Hahn, Cultural Resources Program Manager, at erica.hahn@navy.mil or by telephone at (202) 767-1254.

Respectfully,

Paul D'Ornellas
Chief, Environmental Management
11th Civil Engineer Squadron
Joint Base Anacostia-Bolling
Washington, DC
(202) 767-0193

Site 3 Conceptual Site Plans



TEMPORARY
TEMPORARY SPACES

2,100 LINEAR FEET OF NEW PERIMETER FENCING
TEMPORARY TRAILERS

PHASE 1
NEW CONSTRUCTION WHILE
TEMPORARY SPACES ARE IN USE

25,000 GSF NEW CONSTRUCTION ON TWO LEVELS

PHASE 2
NEW CONSTRUCTION
TEMPORARY SPACES DEMOLISHED

30,000 GSF NEW CONSTRUCTION ON TWO LEVELS

LEARN STUDIOS | OCTOBER 2020

Charter School (Alternative 3) DDOT Notification

LEBLANC, RYAN L Lt Col USAF AFDW 11 CES/CC <ryan.leblanc@us.af.mil>

Tue 11/10/2020 11:52 PM

To: aaron.zimmerman@dc.gov <aaron.zimmerman@dc.gov>
Cc: D'ORNELLAS, PAUL A GS-13 USAF HAF AF/11 CES/CEIE <paul.dornellas.25@us.af.mil>; KELLER-KRATZER, KATHERINE J GS-13 USAF HAF 11 CES/CEN <katherine.keller-kratzer@us.af.mil>

MEMORANDUM FOR DISTRICT DEPARTMENT OF TRANSPORTATION,
ATTENTION: MR. AARON ZIMMERMAN (aaron.zimmerman@dc.gov)

SUBJECT: Notification of a Supplemental Environmental Assessment for a Real Estate Outgrant For a Charter School at Joint Base Anacostia-Bolling, Washington, DC

1. The United States Air Force 11th Wing is preparing a Supplemental Environmental Assessment (SEA) in accordance with the National Environmental Policy Act of 1969 (NEPA) for a real estate outgrant to allow construction and operation of a public charter school on Joint Base Anacostia-Bolling (JBAB) property serving District of Columbia (DC) and JBAB military families. During the initial EA, the Navy invited your organization and other consulting parties to participate and comment during the scoping process of the project.

2. The Environmental Assessment (EA) recently completed by Naval Facilities Engineering Command (NAVFAC) Washington contained two alternative sites (Alternative 1 and 2). The 11th Wing is considering Alternative 3, a site located near Hickam Village Family Housing along Duncan St. SW. The Navy utilized the NEPA process, through the development of an EA, to provide for public involvement. In addition to the EA, the Navy prepared a Transportation Study to analyze traffic and transportation impacts from the proposed operation of a charter school on JBAB property. The SEA prepared by the 11th Wing will address Alternative 3, and upon completion your agency will be invited to comment.

3. Under Alternative 3, access to the charter school would utilize the existing South Gate at JBAB. Non-military families will access the school via a drop-off point at the gate, where a shuttle system will be utilized to transport students to the school. A Site Access

exhibit depicting the on-base travel route and drop off location is attached for your reference.

4. The intent of this communication is to inform DDOT Alternative 3 is being considered, and invite your agency to comment during the upcoming public comment period of the SEA.

2 Attachments:

1. Site 3 Concept Drawings, October 2020

2. Site 3 Access Route, October 2020

Respectfully,

Lt Col Ryan LeBlanc
Commander
11th Civil Engineer Squadron
Joint Base Anacostia-Bolling
Washington, DC

Preview For Order # 12325134

Availability of a Supplemental Environmental Assessment for a Real Estate Outgrant for a Charter School at Joint Base Anacostia-Bolling, Washington, DC

Joint Base Anacostia-Bolling (United States Air Force (USAF)) announces the availability of a Supplemental Environmental Assessment (SEA) to develop and operate a Charter School in partnership with Lawndale Educational and Regional Network. The USAF is seeking to evaluate an Alternative that was not analyzed in the original Environmental Assessment (EA). The USAF is adopting the EA that was previously conducted by Naval Facilities Engineering Command Washington, which yielded a Finding of No Significant Impact in September 2020. Information from the EA is incorporated by reference into the SEA, as appropriate. The EA originally evaluated in detail the potential environmental impacts associated with two action alternatives, Site 1-Northern Location, Site 2-Southern Location and the No Action Alternative. The USAF has determined that Site 3 would be the Preferred Alternative for the location of the proposed Charter School. Alternative Site 1 would have been located within a 100 year floodplain. The Preferred Site 3 is located within a 500 year floodplain.

The USAF invites the public to provide comments on the proposal and any practicable alternatives to the Proposed Action, located at https://www.jbab.jb.mil. JBAB Public Affairs Office can be reached at (202) 284-3250 and af.jbab.publicaffairs@us.af.mil. The USAF is aware of the potential impact of the ongoing coronavirus (COVID-19) pandemic on the usual methods of access to information and ability to communicate, such as the mass closure of local pub- lic libraries and challenges with the sufficiency of an in- creasingly-overburdened internet. The USAF seeks to im- plement appropriate additional measures to ensure that the public and all interested stakeholders have the opportunity to participate fully in this process. Accordingly, please do not hesitate to contact us directly at the telephone number or email address provided above; we are available to discuss and help resolve issues involving access to the SEA, or the ability to comment. Comments should be sent by close of business on Wednesday, 16 December 2020 to Ms. Erica Hahn, JBAB, 370 Brookley Ave. SW, Washington, DC 20032 or by email to erica.hahn@us.af.mil.

November 16, 17, 18, 19 & 20, 2020 Ad # 12325134

PRIVACY ADVISORY NOTICE

Public comments on this Draft SEA are requested pursuant to NEPA, 42 United States Code 4321, et seq. All written comments received during the comment period will be made available to the public and considered during the final SEA preparation. Providing private address information with your comment is voluntary and such personal information will be kept confidential unless release is required by law. However, address information will be used to compile the project mailing list and failure to provide it will result in your name not being included on the mailing list.